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PACIFIC FISHERMAN

Sardine Comeback Continuing . . . p7

Salmon's Puzzle For 1956 . . . . p15

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PACIFIC FISHERMAN

Vol. 54 No. 3

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A MILLER FREEMAN PUBLICATION

Halibut Industry Seeking Stability Through Quality

● Wild and wasteful swings in the economy of the Pacific halibut industry in the past two years are bringing thoughtful elements of that business to an examination of a situation which is counted as critical.

Contrasting conditions in halibut at the start of 1955 and 1956 stimulated this thinking.

Entering 1955, the industry had on hand a staggering inventory of frozen fish from the largest catch the fleet had ever produced. Moreover, in sharp violation of the law of supply and demand, the fish had been purchased at high price—and this in spite of quality which shrank as volume rose.

Result of this condition was that dealers disposed of the last of their halibut in the spring of 1955 for what it would bring—which in many cases was as much as 10c per pound less than cost.

From this ruinous situation they entered the 1955 producing season with the bitter determination that they would not again pay as high prices for such halibut—and they didn't. Moreover, weather and the scant *availability* of fish, which is a modern word for what used to be called *luck*, kept the catch low; but pricewise the market again defied the law of supply and demand.

Result? In 1956 the halibut industry approaches Lent this spring, with virtually no halibut to sell. Badly burned last year, sellers sold early at cost, in order to be sure they didn't have to sell later at less.

● Studying this sorry situation, and seeking a solution, some of the best minds in the business are asking questions like these:

To what extent is quality responsible for the wild swings in halibut economy?

If quality is to blame, is the fault aboard the vessel, in the freezing and storage, or in distribution and retail selling; or are there faults all along the line?

Has the care and handling of halibut changed with the times? Has it taken advantage of advances in technology?

Are the old methods of halibut handling capable of providing prime quality fish, which will sell readily at profitable prices, under the two great changes in halibut marketing?

There is perhaps the key question they are asking; and it gives rise to another question:

What *are* the great changes in halibut marketing?

First, a short, fast fishing season which makes the catch in as many weeks as it formerly took months; meaning that the great majority of the catch is sold frozen during a marketing period of nine months instead of three.

Second, the great swing away from bulk sales of whole fish and toward packaged and "portionized" products with their specialized problems of storage and glazing and packaging and distribution.

● Asking the key question again:

Is the halibut industry today making the most of modern technology in producing and protecting quality fish capable of being stored and sold over a long marketing season, and in the restaurant portions and consumer packages becoming dominant today?

If not, what should we be doing?

How are we going to find out?

When?

These are some of the questions which thoughtful men in the halibit industry were asking themselves, and each other, as 1956 opened.

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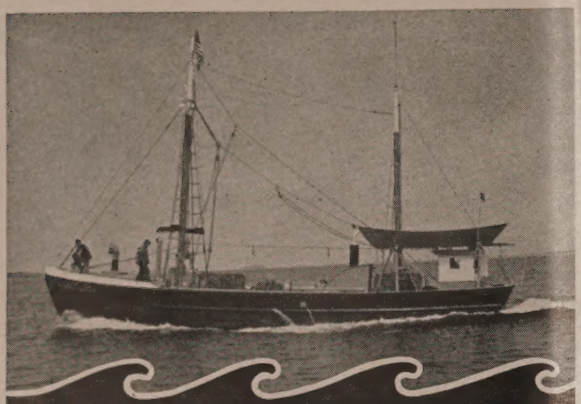

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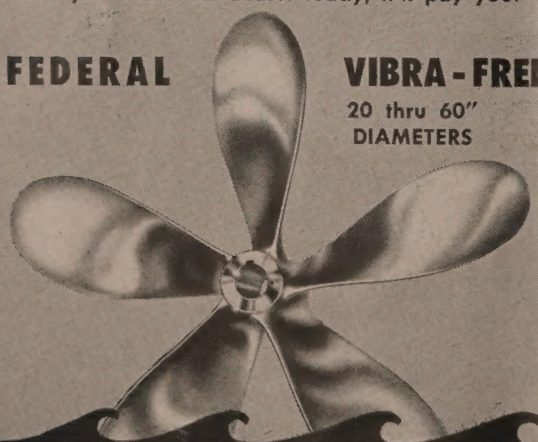

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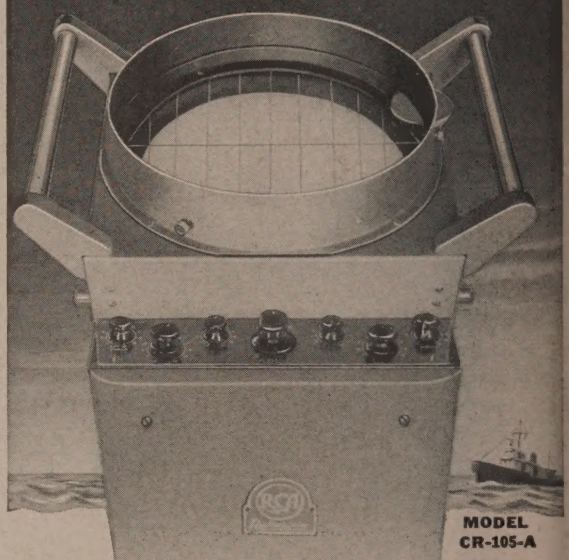

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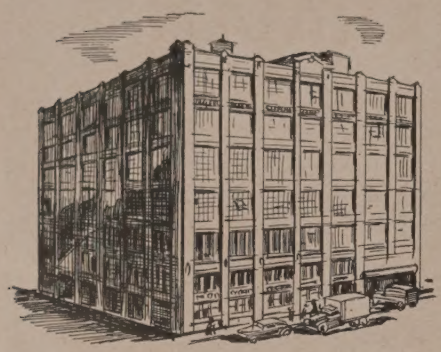

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1927—and changed its name from Pacific Net & Twine Co. to Pacific Marine Supply Co. to better designate the scope and nature of its work.

1940's—As in World War I, so in World War II. took critical part in supplying needed war materials to Army & Navy,

1950's—and continued to branch into new fields, round the Pacific rim . . .

1953—Robert D. Ladd, formerly Coast Mgr. for Plymouth Cordage Co., joined PMS as Vice President and General Manager.

1956—With Edward Cunningham, its president, at the helm, PMS is staffed with the experience and know-how to serve the most exacting fishing or cannery requirements.

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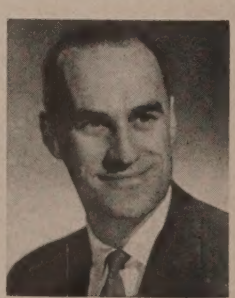
Vice President
and General Manager



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PACIFIC FISHERMAN FEBRUARY 1956

Mending Net—Crew of the sardine seiner **Frances Marie** repair their seine in the harbor at Monterey during a light-of-the-moon period late in the 1955-6 sardine season.—Photo by Donald L. Woodward.

Sardines' Continuing Comeback

● Continuing comeback of the California sardine resource, manifest moderately in the 1955 season, which saw a good gain in catch over the previous year in spite of restricted fishing due to strike and stoppage, sounds a cheerful note as 1956 opens.

Already well above the year before in tonnage at presstime, with one more dark's fishing still to come, the season then was assured of being the best since 1951.

True, the 1955 yield, plus the catch of one dark in January, 1956, was far, far short of the average catch of the days when California's sardine fishery produced a larger catch than any other operation of American fishermen; but the gain from the low-point in 1952 is a tremendous one percentagewise.

The catch of 1955 was something like 20 times as great as that of 1952.

Half as great a percentage gain would put production on a par with the greatest days of America's greatest tonnage fishery.

● Major packers of Southern California sardines report a welcome increase in the export market for the 1955 pack, particularly in the Philippines, which has always been a strong buyer of the California product. Sales in the domestic market in the South and Southeast are up somewhat over last year. The European market has also firmed, it is reported. In all, the California sardine pack would seem to be meeting its competition.

● In the November and December fishery the 100 seiners working sardines in Southern California waters were aided to some extent by the development of *night* scouting of fish schools by means of aircraft. This was a notable departure in sardine fishing, although of course airplanes had been used for daytime scouting for at least 10 years.

Individual boat owners were assisted in locating schools by the use of small

"It is apparent that there will be no sudden and large revival of the sardine industry until there are a series of larger year-classes than have recently been produced and until there is an increase in the degree to which the population is available to the fishery. We cannot predict when these events will occur, but there is no evidence to indicate that, sooner or later, they will not occur."—Dr. Frances N. Clark and John C. Marr*

planes for spotting during the night fishing. Several pilots, including Tony Marinkovich and Jack Whalen of San Pedro, worked the air at altitudes from 500 to 1,000' while seiners searched the sea. When a school was sighted from the air the vessels working with the planes were notified of the location of the school by radiotelephone. Pilots were able to spot schools by the phosphorescence created by the churning fish.

The use of planes for day spotting schools of fish on the Pacific Coast is not new, but fish spotting at night is a departure. Pilots worked on a share basis, similar to the plan for the crew.

Jack Whalen, one of the fish spotters, flying a Piper, is a former policeman. He learned to fly in 1946 and combined his love of flying with a conviction that fish spotting by plane could become a business profitable to himself and useful to fishermen. He has worked with the mackerel fleet and spotting schools of local Bluefin, as well as locating schools of sardines at night.

During the end of the December dark, the sardines apparently headed south and tonnage per boat fell off. Limits on vessels by canneries prevailed to some extent through the first two darks. Price began at $47.50 per ton, then dropped to $40, when a 30,000 overall tonnage was reached for the Fishermen's Cooperative Association fleet.

Significant sardine fishing did not begin until October, opening of the Southern California season. This was due to the fact that most of the fish were found far to the south, but also to the cannery strike in Southern California and long delay in arriving at a price for fish acceptable to fishermen and canners alike.

• The California Department of Fish and Game during November used a Beechcraft plane to work with the research boat *Yellowfin* to explore possibilities and limitations of airplane-boat sampling and measure of fish schools from Santa Barbara to Oceanside in Southern California.

The report was that "as during the same month in 1954 most of the adult sardine schools were 'night' fish and did not appear in large numbers during the daylight hours."

Radio contact between airplane and the *Yellowfin* and the motor skiff off the *Yellowfin* was made possible through the use of portable radio equipment. A Bendix depth recorder was installed in the skiff to ascertain the depth of the schools of sardines.

• The 1955 progress report of the California Marine Research Committee, which conducts the California Cooperative Oceanic Fisheries Investigations, was featured by presentation of a scientific paper written by Dr. Frances N. Clark of the California Department of Fish and Game and John C. Marr of the U.S. Fish and Wildlife Service.

Interestingly, the committee in its letter of transmittal to Governor Knight, hedged a little on this scientific study of sardine dynamics, saying:

"The publication of this paper under the auspices of the committee does not necessarily mean that the members of the Marine Research Committee subscribe to all of the conclusions reached in the paper; other conclusions are possible; as the paper itself discloses, the authors themselves disagree on some aspects of the sardine problem."

Broadly, the Clark-Marr paper finds that large revival of the fishery depends upon larger year-classes than have recently been observed; and conditions making the fish more readily available to the fishermen and their gear.

That this large revival eventually will come about they find no reason to doubt.

Notable aspects of the Clark-Marr discussion follow:

• "The present crisis in the sardine industry has given rise to a number of questions, which we believe, may be expressed as follows:

"(1) What causes fluctuations in the size of the sardine population?

"(2) What causes fluctuations in the catch of sardines?

"(3) What influence does Man have on the sardine population?

"(4) What is the outlook for the future?

"What are the answers?" . . .

"(1) Fluctuations in the size of the sardine population arise from differences between additions to the population (entering year classes) and subtractions from it (natural and fishing deaths). Estimates of the size of the sardine population over the period 1932-33 to 1953-54 are in the order of 4 to 40 billion fish in the 1930s, 2 to 25 billion in the 1940s and 1 to 15 billion in the first half of the 1950s, with an average minimal population of about 6 billion fish.

"The additions to the population, or year classes, from 1930 through 1950 have varied in minimal size from 0.01 in 1950 to 7.2 billion fish in 1939, with an average minimal size of 2.5 billion fish. The specific causes of such tremendous variation in year-class sizes are not known. . . .

"(2) Fluctuations in the catch of sardines may be caused by fluctuations in the amount of fishing effort, fluctuations in the abundance of the population, and fluctuations in the availability of the population.

"Between 1932-33 and 1945-46 an increase in effort tended to result in a corresponding increase in catch and a decrease in effort tended to result in a corresponding decrease in catch. This relationship was immediate. After 1945-46 an increase in effort resulted in little or no increase in catch. Reasons for the decline in total catch are to be sought, therefore in variations in abundance and availability." . . .

As to No. 3—the influence of Man on the sardine catch, the report states that ". . . we cannot state categorically how a fishery controlled at a fixed tonnage might have affected the sardine population between 1941 and 1953 and how much Man would have been able to harvest from that population."

"Without research, the revival of the sardine industry in Southern California would have been almost impossible to explain. Now it seems possible that the data will be on hand to explain several aspects of fluctuations in sardine populations and perhaps other fish populations. This information may eventually lead to accurate prediction of how many fish there are, where they are, and if they can be caught."—1955 Progress Report, California Marine Research Committee.

*Respectively, biologists in charge of the Fisheries Research Laboratory, California Department of Fish and Game; and of the South Pacific Fishery Investigations, U.S. Fish and Wildlife Service.

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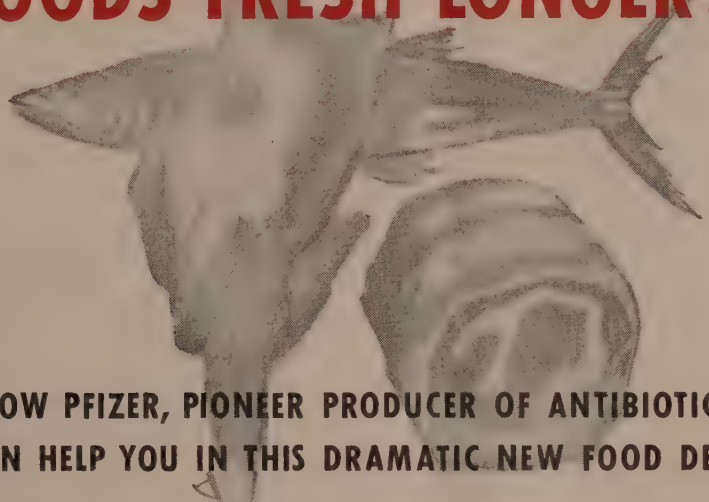

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Spark Plugs—They made the Tuna Cutting tick. From the left: Donald White, NCA; Max Loewe, Star-Kist; George Courtney, Van Camp; Dr. Sve Lassen, chairman; William Hamm, Westgate-California.

TOP QUALITY TUNA

California Industry's Objective for '56

● As the year opened for Southern California's tuna industry, the emphasis was on quality of pack, from start-to-finish.

A three-day meeting, which began with a sanitation conference, included a panel on raw fish quality, and ended with the Fifth Annual Tuna Cutting, was well attended by plant foremen, foreladies, superintendents and many associated in all phases of the processing and sale of canned fish products from Southern California.

To quote Charles R. Carry, executive secretary of the California Fish Canners Association, sponsoring the three-day affair in company with the National Canners Association: "The tuna cutting was one event in a three-day quality control program. The tuna industry is well aware of its obligation to the American homemaker to maintain and improve product quality wherever possible, and these meetings represent another step in a continuous program to discharge that obligation."

The three day session of the Southern California tuna industry also emphasized the fact that, despite the increasing imports of tuna and an eight-week strike by the cannery workers union, local canners have reported a satisfactory year, volume-wise, with a slight increase in sales over 1954 and a pack of over 8 million cases.

● 1956 *PROMOTIONS* — Mr. Carry further stated that the forecast for 1956 in the Southern California fishing industry looks bright . . . prices to the consumer reflect lower fish costs and are more competitive with other protein foods.

"A huge push is planned to offer the homemaker bargain tuna months, starting immediately and continuing through the Lenten season. The Lenten campaign will be followed by the annual "Summertime is Tuna Time promotion"; and National Tuna Week will be held late in 1956. It will be an 'all-out' effort to increase the national consumption of tuna for 1956 over the current year."

● *CUTTING SCORES* — The results of the tuna cutting, which concluded the three-day meeting, gave the industry a guidepost for quality control in 1956 and indicated there was a general improvement in quality of the pack.

In the solid pack category, Yellowfin, the highest rating was 91%. One can of Albacore, coded, but not identified as to brand name (in a cutting such as this, no can is labeled by packer or brand, and the rating is known only to the packer) was given a score of 100. In the Skipjack category, top was 90%. A can of Bluefin cut was judged 98% perfect. Tonno pack had a high of 88%.

Chunk pack? In Albacore, high was 81%; Yellowfin, 98% Skipjack, 95%; Bluefin, 91%.

From the Top—

1. Jay Hendrickson, CRPA, and William Hamm, Westgate.
2. Wm. Easton and Ernie Pauls, Coast Fishing.
3. D. E. Sandmeyer and Sprague Watkins, Van Camp.
4. Chris Mardesich, Jos. Mardesich, Danny Hufnagle and Edw. Chapman (front).
5. J. B. Robinson, E. H. Chelling, E. Peyton, Stan Peterson.

Two Pictures—
onald Sandmyer, Tom Miller, Bud Holland,
Miller.
Copeland, Dallas Carr, W. B. Atkinson,
Mardesich.

ile Photo—
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e, all NCA.

rated: Albacore, 94%; Yellowfin, 6; Skipjack, 93%; Bluefin, 88%.

For this, the fifth annual tuna cut-, the California Fish Canners and National Canners Association set suggestions for judging. In the d pack appraisal, it was suggested t attention be given to evenness of tions and cuts; smoothness of sur- e; free and floating flakes; uniform- of color and sections; scorch, oxi- ion and bruised segments; spaces ween sections or can sides.

In cutting chunk packs, the commit-, headed by Dr. Sven Lassen, listed s guide: uniformity of color of ces; excessive or insufficient oil; iformity of pieces and size; scorch, idation and bruised pieces; holes or pressions. Much the same sugges- ns were made for judging grated d flakes.

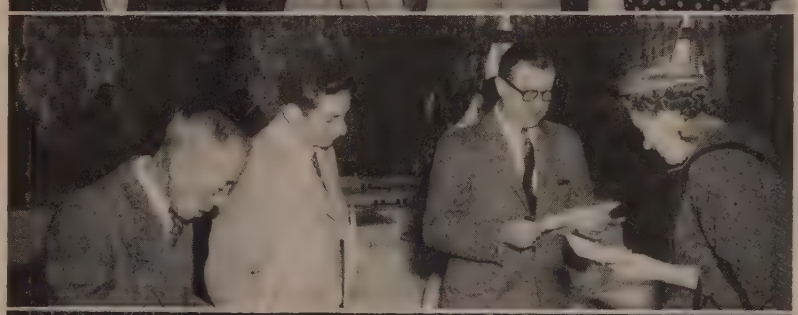
Judges were asked to score on the sis of cleaning, fill, oil (sufficient otherwise), color (is the meat in e can too dark for a particular spe- es); texture—firm, soft, dry, tough, d do the segments appear frozen and rous.

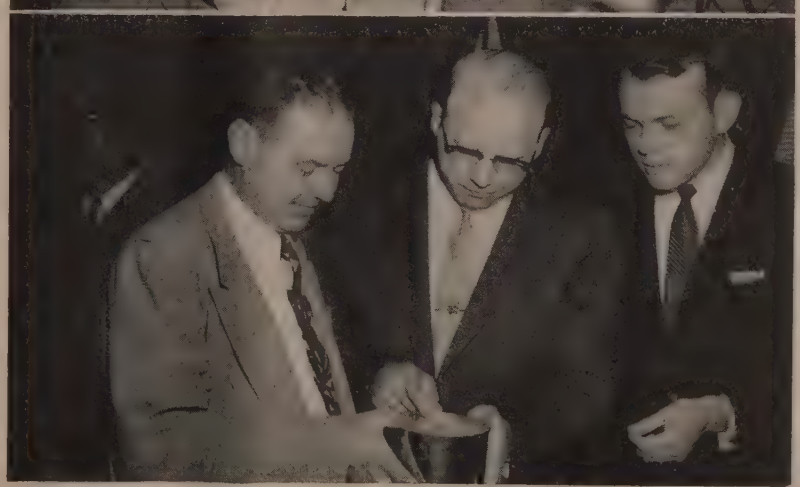
Flavor: "If not pleasing, give the ason why. List wrong items. Does taste rancid, sour, etc., and is there fficient salt for the proper flavor?" Odor: "If not normal odor, define."

For a perfect score, based on judges' erage, each can cut and judged (and ere were 152 cans of tuna cut, was ted percentage-wise on appearance,); cleaning, 20; fill, 10; oil, 5; color, 5; texture, 10; odor, 10; flavor, 10.

Dr. Roger Wilson, Continental Can ompany, as luncheon speaker empha- zed further the keynote of quality in fish food pack. He stated that a few anners can ruin the reputation of all, quality is neglected. Again, he spoke f the essential role of the man in a annery, given the authority, and the acking of his management, to keep igh his plant's standards of a tuna ack. The end result of an industry ontrol and emphasis of quality: a ood product, a fair price and a fair hare of the fish-food industry to each acker.

RAW FISH QUALITY — On the econd day of the three-day Southern





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p Two—
R. K. Pedersen, Star-Kist; Wm. Hamm, West-. te; Dr. Lionel Farber, Hooper Foundation; R. Carry, CFCA.
Vince Evich, John Xitco, T. D. Sanford, Lewis own.

iddle Photo—
ɔger Gatlin, E. R. Ryan, Garry Brenner, G. W. ırkett.

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L. T. Bradbury, G. P. Ellington, Henry Abst, ıcca Bogdanovich.
June Howland, Jack Buchanan, Howard unn, Jos. Bogdanovich.

'alifornia canners' meeting, the sub-ɔct of Raw Fish Quality was handled ı symposium form, with H. C. Davis f the California Fish Canners Asso-iation as moderator. This meeting vas particularly significant — because ɔf the project about to be underway within the tuna industry of Southern California, to carry on research on ıandling of tuna at sea.

Dr. Lionel Farber of the Hooper Foundation, University of California, spoke at the panel on "Raw Fish Quality from the Standpoint of the California Department of Health and Law Enforcement, Including the Limitations in This Field."

Robert Pedersen, Star Kist Foods, Inc., a member of the advisory committee on Raw Fish Quality Control, was a panelist, and spoke on "Raw Fish Quality From the Standpoint of the Canner in Receiving, Processing and Marketing."

Speaking from the producer's point of view was Dr. W. M. Chapman, American Tunaboat Association. Donald R. Crews, mechanical engineer, Canners Cooperative Steam Company, Terminal Island, was the final speaker of the second day's discussion: "Refrigeration and its Place in Raw Fish Handling."

The first meeting in the three-day session concerned itself with sanitation and included Dr. Farber speaking on Sanitation and Fish Quality; Dr. Ernest Geiger, Van Camp Sea Food Company, "What Management Expects from Sanitation"; E. S. Doyle, National Canners Association, "Prevention of Product Contamination and the Relationship of Safety and Fire Prevention."

C. T. Townsend, NCA, in the afternoon meeting of the first day, spoke of the application of bacteriology to fish canning sanitation; and again Mr. Doyle was a speaker on the plant cleaning problem and organization for sanitation. Robert Pedersen closed the meeting with a summary and the viewpoint of a laboratory director.

Dr. Geiger in his discussion made a statement which can serve as a summary of the industry's emphasis on continuing quality control; the specific problems of fish canning sanitation begin with the *boat* itself and must take into consideration the human element in a *plant*—management expects a better product with a greater yield at a lower cost.

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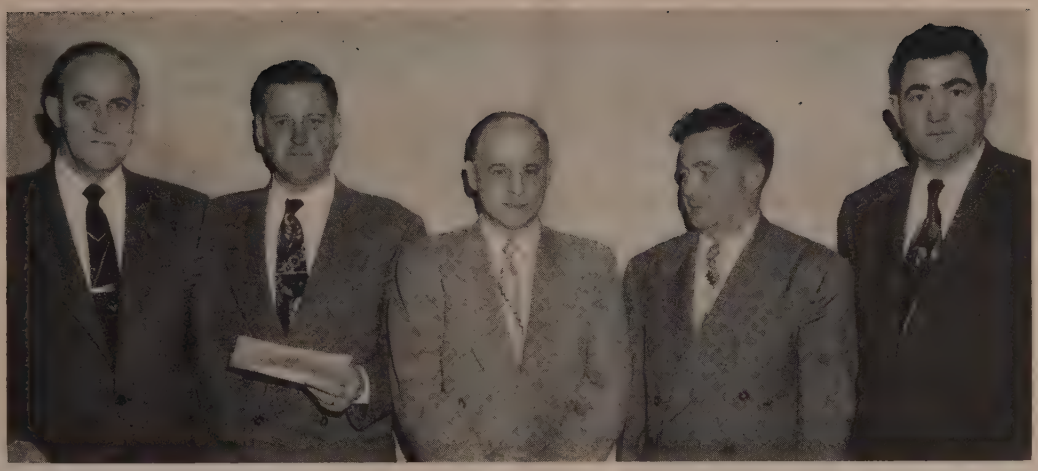

U. S. Sockeye Advisory Group—Howard Gray, representing sport fishermen, on the left; then John Brown, reef netters; John Plancich, cannerymen; Chester Karlson, gillnetters; Nick Mladnich, purse seine vessel owners. They were pictured at the open meeting of the Sockeye Commission in Vancouver, when the prospective regulations for 1956 were outlined.

PUZZLE FOR 1956:

How to Fit a Profitable Salmon Canning Operation into a 2-Day Fishing Week?

● Task of tailoring a salmon canning operation to a two-day week without incurring a certain loss was being faced grimly by the Bristol Bay operators as this issue of *PF* closed in January.

The 1956 Alaska Fishery Regulations had not then been issued at that time, but they were in Washington awaiting signature, and there was no great secret as to their contents; nor any apparent likelihood that the provisions would be changed materially.

The two-day week for Bristol Bay resulted from the over-turn by the Department of the Interior solicitor's office of the plan for giving Alaska residents preference in the issuance of licenses for fishing. Known as the "Grandfather Clause", this provision would have served to limit intensity of fishing in specific areas where the salmon runs register depletion.

Unable to apply this remedial measure, Donald L. McKernan, Alaska fishery administrator, turned reluctantly to the other alternative—area licensing, plus reduction in fishing time where this seemed necessary to produce the desired limitation of fishing effort.

● Area licensing will limit over-all intensity, but it cannot provide limiation where it is needed most—the spots which by their very attractiveness have been brought to grave condition by intensive fishing.

Under area licensing, the gear of any American citizen may secure a license, but it may be limited to a single area. In short, licenses are for areas, and are not transferable between areas.

The freezerships have shown bitter opposition to this form of regulation —because it ties them to one area and limits them in capitalizing upon their mobility.

Areas are expected to be sufficiently large in size to permit bona fide movement with the fish; but are designed to prevent surging concentrations of gear with changes in open fishing periods or availability of important runs.

● Prince William Sound will be reopened after a closure of two years, but the season will be very short, and the number of traps greatly reduced.

In announcing the decision on area licensing, Mr. McKernan emphasized that fishing periods *could* be extended, or shortened, in keeping with the quantity of gear licensed for any area. Although little hope appeared that the Bristol Bay two-day period would be extended, such a thing *could* happen if the two-day prospect discouraged enough fishermen. The administrator indicated that any increase in fishing time would be unlikely if the number of gillnet boats on the Bay rose above 500.

● *SLOW DEATH*—Detailed policy of the Department of the Interior with respect to gradual elimination of salmon traps was presented by Secretary Douglas McKay in January.

In spelling-out the policy which he announced in a general way last fall, Secretary McKay said the Department would support trap-elimination legislation now pending in Congress, with three amendments. These would:

1. Extend the trap-elimination period to 10 years instead of five, thus coming into harmony with the Alaska plebicite.

2. Provided that fractions of traps would not be counted in applying the formula to determine the number of traps to be closed in any year. This was proposed to eliminate a condition which promised administrative confusion.

3. Base the reduction on all existing traps, including those which have been closed voluntarily by the operators in response to the Fish and Wildlife Service request for reduction in fishing intensity. Mr. McKay said that the bill now in Congress would work a hardship on those trap operators which had cooperated most in the voluntary conservation program.

What About Russia?

● Where does Soviet Russia stand in respect on North Pacific fishery conservation?

● This is a "tripartite" international fisheries treaty, but there are *four* nations fishing. What about the fourth?

● These are questions which are being asked more and more frequently—in Tokyo, in Seattle, in White Rock, in Washington, in Ottawa — perhaps even in Moscow and Vladivostok.

One of the wise, thoughtful leaders of the Japanese fishing industry put it thus recently in conversation with *Pacific Fisherman*:

"We sincerely believe that the salmon which our fleets catch in the North Pacific are not to any significant degree fish of American origin. If they are not, then obviously they must be of Asian origin; and that means they must have come from Russian streams.

"A move by Russia is to be expected. If it comes, what will be the attitude of the nations signatory to the International North Pacific Fisheries Treaty?"

● Much the same question was asked by United States Senator Magnuson of Washington at Seattle in October.

No official answer, or hint of answer, has been voiced in Tokyo, Ottawa or Washington; but thoughtful, considered opinion of those close to the question runs about thus:

The three nations party to the treaty are embarked upon a long-range enterprise in international conservation—an enterprise based upon a new concept in ocean conservation, the principle of abstention from fishery where four specific conditions—all four—pertain. They have already invested time and thought and treasure in an effort to make this treaty, and the principle which is its heart, an effective instrument for the solution of the problem of peaceful international use of an ocean resource in a way and to a degree which will protect the resource from destruction and assure its permanence. If another interested nation seeks to join them in the enterprise, accepting its principles and its obligations, there could be no objection.

2.7 Million-Case Salmon Pack Forecast for Japan

● Japan's canned salmon production from all sources may reach 2,700,000 full cases in 1956, in the view of authorities in that country, as reported by *Pacific Fisherman's* Tokyo representative.

Such a figure of course includes operations in the Okhotsk Sea, west of Kamchatka, where 7 floating canneries and their satellite fleets comprising 213 fishing vessels will be active. Also included are the salmon operations based on shore canneries in the home islands of Japan.

The North Pacific high seas operations in 1956 are expected to be exactly the same in scope—and in actual floating canneries engaged—as in 1954, with the same number of fishing vessels.

Some possible curtailment in these operations is indicated by the fact that in the North Pacific area fishing vessels are being limited to a maximum of 400 shackles of gillnet for the entire season. This quota will be 300 shackles in the Okhotsk Sea.

Moreover, it appears that the Japanese government is prepared to impose mesh size restrictions this year, although at presstime the specifications had not been announced.

(Editor's Note — Among the topics discussed with the Japanese by the American delegation to the International North Pacific Fisheries Commission meeting in Tokyo in November were the advisability of restraining further development of the North Pacific fishery until origin and distribution of the salmon could be determined; and also the possible advantages in mesh-size limitations which would tend to permit the escapement of immature salmon.)

● Japanese authorities expect that the pre-war canned salmon peak of 2,400,000 cases may be exceeded by their industry in the coming year, with a pack of as much as 2,700,000 cases considered possible of attainment. This is in spite of the fact that they do not anticipate an Okhotsk Pink salmon run comparable with the great abundance of Pinks in those waters in 1955.

In order to provide a measure of technical, fiscal and distributional support for some of the smaller companies engaged in the expensive and risky high seas operations, the Japanese government has arranged a grouping for 1956 which will bring five of the floaters operated by smaller companies into membership in the fleet groups of the three largest concerns.

Strict safety measures are provided in the new regulations for high seas fishing by the Japanese fleet, including the cannery ships themselves. Rigging and equipment provisions are aimed at reduction of accidents and loss of life, which was extremely heavy in 1955.

● Only one Japanese floating crab cannery will be permitted to operate in the Bristol Bay area in 1956—continuing the same rate of exploitation as in recent years; but the Okhotsk operations will be doubled to four; and Nippon Suisan's crab canneryship *Matsuhisa Maru* will be permitted to operate in west Bering Sea, off-shore from Kamchatka, in waters which the Japanese have not fished for two decades. This area runs from Oliutorsky Cape through the estuary of the Navalin River, and was the scene of Japanese crab fishing operations in the period from 1927 through 1937.

The banks of this district are said to yield a different species of crab called "Abura," in addition to the King crab.

Japanese crab industry sources predict that the total pack of King crab secured by that country's operations in 1956 will be around 420,000 cases basis of 48 half-pound cans.

Soviets Fish Herring With U.S.-Type Seines

About 40 Soviet purse seiners ranging in size from 50 to 100 tons and served by a mothership, engaged in fishing herring in Aniwa Bay, at the extreme south end of Sakhalin Island in December, according to reports from Japanese trawlers working in that vicinity.

Notable was the fact that the Russians were employing purse seiners and vessels of American type, and with great success.

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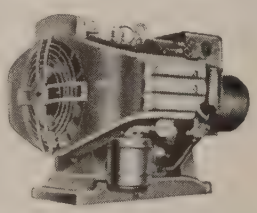

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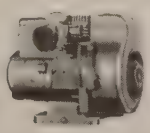

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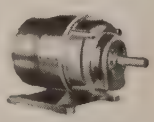

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PACIFIC Fisherman's NEWS

FEBRUARY 1956

Pickets and Lawsuit Stir California's Seine Fleet

● A highly confused situation again existed in the purse seine fleet of San Pedro early in January, climaxing filing of a suit by a group of 14 boat owners.

The trouble began with the picketing of 17 boats by the local ILWU union on the grounds, it was reported, that these boats had "refused to negotiate a new 1956 contract". Involved also was the statement of the boat owners, through their attorney, that they did not know which union represented local crews, as the AFL union in San Pedro has provided a large part of the crewmen for tuna seiners and sardine and mackerel boats.

The seventeen boats are members of the Fishermen's Cooperative Association. Relations of the other boat owner members of the Association using ILWU crews apparently were not affected by the dispute of the 17.

Into the dispute also came charges by ILWU that the 17 boats involved were planning to use skeleton American crews and supplement this later with men from Latin American ports.

Another phase of the problem was expressed in the quotation by Carl Gould, attorney representing the 17 boat owners, that the matter was "jurisdictional dispute between the AFL union and the ILWU Local 33."

The suit filed in Superior Court asked an injunction against picketing by the ILWU, and demands damages if the ILWU prevents the boats from starting their first January trip for tuna.

The ILWU, providing about 50% of the crews of San Pedro's purse seine fleets, through the end of 1955 had been receiving crew shares on the basis of the old higher price for tuna, although for boat owners the price had dropped for Yellowfin to $270 per ton. Late in 1955 Local 33 had agreed to accept the lower price, if provision that the boat was unloaded within 10 days after arrival in port was complied with.

Crews under AFL jurisdiction, and they represent all the tuna clipper fleet, as well as AFL crews manning purse seiners, worked with boat owners under the $270 per ton price.

Just before the suit was filed by the 14 boat owners, three boats of the 17 picketed dropped out, the *Coral Sea, Miss Universe* and *Stella Maris.*

Contracts with boat owners and unions customarily provide in the San Pedro fleet that a contract exists until after a 60-day notice of termination. The 17 boats involved had given notice in this manner.

Herring Seining Closed In Wrangell Harbor

The Wrangell city council passed an ordinance prohibiting the seining of herring in Wrangell harbor. This was done after a couple of local seiners caught two loads of bait herring for the local cold storage.

New Salmon Seiner Building at Wrangell

Olaf Hansen is building a new seiner for Allan MacKay in his boat shop in Wrangell, Alaska, this winter. The 40′ seiner is designed by William Garden of Seattle. Mr. Hansen hopes to have it launched by the first part of May.

"Mounties" Are Now Fishery Officers in B.C.

Canadian "Mounties" are now classified as fishery officers in British Columbia, so that along with their other duties they will have authority under the fisheries laws. They will probably play an increasing role in enforcement of protective legislation applying to sports fishermen.

Trollers of Two States to Fight Season Cutting

● Salmon trollers from Oregon and Washington are resisting bitterly the proposals to clip a month off each end of the season for troll Chinook salmon landings in the two states.

This measure, recommended by the fishery biologists of the two states to the Pacific Marine Fisheries Commission, is proposed primarily as a means of conserving the Fall Chinook run to the Columbia River, which produces a large share of the troll catch of the Pacific Northwest. The states have already agreed upon restrictive measures further to protect this run.

A secondary purpose of the shorter season would be to bring the troll salmon seasons of the three Pacific states into closer harmony.

Meetings of trollers at Astoria January 4 and at Seattle January 7 determined to make an all-out fight on the season-shortening proposals as unjustified and inequitable.

The Seattle meeting appointed a trollers' committee to carry on the fight through the Fishermen's Cooperative Association.

Chairman of this committee is Harry McCool of the *Aries,* Seattle. Other members, their boats and home ports, are: Donald Johnson, *Tyke III,* Seattle; Ted Wagner, *Lily,* Port Angeles; Frank Gardlin, *Martha B.,* Ilwaco; Phil Cope, *El Maru,* Anacortes; Dan Hjort, *Molly,* Kirkland; Harry Larsen, *Sandra Lynn,* Henry Parpart, *Peggy O.,* and Reidar Hammer, *Victory,* all of Seattle.

Clipper Delivers Tuna To Monterey Cannery

The 107′ tuna clipper *Wiley V. A.* recently unloaded 235 tons of Yellowfin tuna from Peru for the Peninsula Packing Co., in Monterey.

The *Wiley V. A.* skippered by Henry Dobbs is one of five clippers owned by W. Wade Ambrose, former president of Westgate-Sun Harbor Co.

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Lambertsen Combines Crab and Sport Fishing

Frank L. Lambertsen of Westport, Wash., started the new year with his specialized 42-footer working hard out of Grays Harbor in the flush crab fishery. This new boat, designed by Edwin Monk and built by Grandy Boat Co., Seattle, is a specialized craft, planned to combine crabbing and sportfishing as a party and charter boat.

The clear deck aft is admirable for handling both crab pots and dudes. She's powered with a 165-hp. Cummins diesel, supplied by North Coast Marine Engine & Equipment Co., Seattle, driving a Monel shaft and Olympic wheel through a 2:1 Twin Disc reduction and reverse gear. She has a Goodrich rubber stern bearing, Apelco radiophone, Raytheon Fathometer and is Pettit-painted throughout.

Protective and Quota Proposals Introduced In National Congress

The movement to switch all commercial fisheries activities of the Federal Government from the Interior to the Commerce Department; to establish a broad national policy for commercial fisheries, and to place responsibility for the industry in the hands of a new Assistant Secretary of Commerce for Commercial Fisheries, crystallized into a bill introduced in Congress Jan. 3, immediately following its convening.

The measure, by Wilson of California, is H.R. 8001.

It would make it mandatory upon the Assistant Secretary for Fisheries to determine the production and market flow of both domestic and imported fish produced; trends in production; means of achieving maximum sustained yield, and of minimizing fluctuations; competitive position of principal fishery products with respect to each other and foreign competitors.

He also would have authority to set-up a system of loans for fishing vessels and the operation of fishermen's associations and cooperatives; as well as "loans, purchases and payments with a view to securing to domestic fisheries a fair share of the national income".

Another bill, HR 7925, would impose import quotas in an effort to "set aside a reasonable share of the market that may be supplied by imports.

ATA Elects Silva President for 1956

Edward P. Silva, owner of the tuna clipper *Santa Rosa,* has been elected president of the American Tunaboat Association for 1956.

Other new officers are Frank Gonsalves Jr., vice president; Carl O. Medina, secretary, and Arthur DeFever, treasurer. Officers of the association are elected by the ATA's board of directors each year.

Troller "High C" Bought By Heino and Roll

The 45' troller *High C,* one of the biggest and best-known trollers in the fleet at Poulsbo, Wash., where she was built three years ago, was purchased just before the end of the year by Ernest Heino and Norvel Roll, who will fish her out of Puget Sound.

High C was sold by Leif Ness. She is powered with a G. M. diesel and has proved an efficient producer.

"Missouri's" Master — Capt. George Stevens, skipper of the new steel tuna clipper "Missouri."

"Missouri's" Skipper Is An Old Tuna Hand

George Stevens, skipper of the new steel tuna clipper *Missouri,* is a native of California and his family has been associated in the fishing industry of that state since 1900.

Captain Stevens left the fishing industry for a period, returned to tuna in 1944. He and his brother, Garnett, took part in the installation of the refrigeration on the first *Dominator,* and George later sailed under George Soares on the vessel's maiden voyage.

In 1946 he took command of the *Dominator* and was skipper until 1949, at which time he purchased an interest in the *Carol Virginia* and became her captain.

Until his assignment as skipper of the new *Missouri,* Captain Stevens was at the helm of the *Sea Preme,* taking her south for tuna on her maiden voyage. The new captain of the *Missouri* estimates that he has sailed in excess of 400,000 miles in search for tuna during the last 10 years.

2 Alaska Fishermen Drown While Sportfishing

Roall Erickson, popular Ketchikan radio announcer, flew south upon learning of the death of his father, Alfred Erickson, 73, near Tacoma in December. The elder Erickson and a friend, Barney Sather, both pioneer Alaska commercial fishermen, were swept overboard and drowned when their 16-foot outboard was caught in a sudden windstorm. Their boat, barely afloat, was found drifting near Day Island. Erickson had fished in western Alaska from 1912 to 1949 when he retired. He was born in Norway. With Sather, he had been making twice-a-week fishing trips near Tacoma the past six years.

look to Nordberg in 1956

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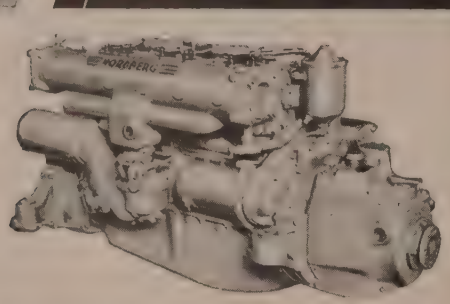

Each year, since the production of the first Nordberg Gasoline Marine Engine, new improvements in design and operation have helped to establish the ever-increasing popularity of these modern engines among fishing vessel owners and builders from coast to coast.

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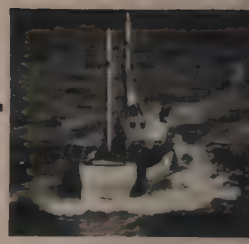

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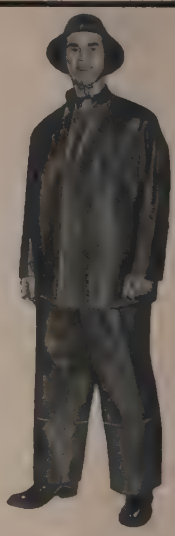

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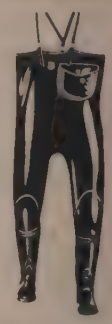

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Here Are Eight of the 26-man board of directors elected at the annual meeting of the American Tunaboat Association, San Diego, recently. Others were either at sea on their clippers or unable to attend. Shown here, left to right: Joe Penacho, retiring president; Joe Madruga, Steve Massa, M. O. Medina, Joaquin Qualin, W. Wade Ambrose, Johnny Zolezzi and Joaquin Medina.

A. T. A. Pledged to Fight For National Recognition

● A forecast for 1956, together with proposed activities for the coming year, were discussed at the annual meeting, American Tunaboat Association, at the S.E.S. hall, Point Loma, San Diego, December 9. A new board of directors was voted in. Joe Penacho, retiring head, presided, with Harold F. Cary, general manager, assisted by Dr. W. M. Chapman, director of research, making the annual report to some 60 members present. In view of prevailing conditions, the customary dinner at year's end was not held.

Board elected to serve during 1956 included: Geo. Alameda, Wade W. Ambrose, Frank Brenha, Jr., Joaquin Canas, Sam Crivello, Arthur De Fever, Frank Gonsalves, Jr., Luigi Guidi, Oakley J. Hall, Jr., Sverre Janguard, Joe Madruga, Ralph Madruga, Steve Massa, Carl Medina, Joaquin Medina, Manuel O. Medina, Manuel C. Neves, Jr., Joe Penacho, Frank M. Perry, Joaquin Qualin, Joe C. Rogers, Edward P. Silva, F. W. "Pete" Szalinski, Louis Vatuonne and John B. Zolezzi, Sr.

Considerable emphasis was made on the trade situation and the adverse effect of Japanese imports on the per-vessel basis, making 1955 the poorest in the history of the tuna clipper fleet. Other subjects discussed included research, quality control, etc.

Among activities proposed for 1956 was that of elevating the position of fisheries in the national government, so that authority and responsibility for commercial fisheries may be used to better the present low status of the industry. Subsidy programs, tariff quotas were also discussed before the membership.

In his annual report, General Manager Cary took occasion to remark on the sincerity of a membership that, in the face of such adversity as during the past few years, still stands solidly together. He was high in praise of President Penacho's leadership and of the board of directors. The latter, committed only to meet monthly, yet during the year had attended more than 60 meetings.

Frank Flaherty, PF's Eureka Reporter, Dies

The many friends of Francis J. "Frank" Flaherty, 55, for many years the Eureka area correspondent for *Pacific Fisherman*, were saddened last month to learn of his death from cancer.

Mr. Flaherty had been ill for six years, and during that period wrote a number of editorials concerning cancer, some of which won awards from the American Cancer Society. He was the managing editor of the Humboldt Standard, Eureka, and had held that post since 1935.

Mr. Flaherty served in World War I and joined the Humboldt *Standard* in 1927, later becoming its editor.

During World War II, Mr. Flaherty was a colonel, serving in Alaska and Europe. He saw action in the Battle of the Bulge, and was awarded the Legion of Merit, Bronze Star, Air Medal and Ribbon of Commendation.

Sardine Veteran Dies

Salvatore Cardinale, 86, a pioneer of the Monterey fishing industry, died last month at the home of his daughter in Monterey.

He was one of the organizers of the Monterey Purse Seiners' Association, and was its first president.

He was born in Isle de Femine, Italy, and came to Monterey in 1895. He at one time owned and operated the purse seiner *Marie Joan*.

He leaves three daughters and a son, Vincent, of Monterey.

Clippers' Outlook Better

While the purse seine fleet of San Pedro was having its difficulties in early January, the outlook for the bait fleet, as represented primarily by the American Tunaboat Association, was facing a much brighter future than in 1955.

The association reported that as the last two months of the year rolled around, boats were unloaded at a steady, but not spectacular rate for the first time in close to 18 months.

Boats were returning to sea in numbers and some had returned with good trips by the year-end, from the standpoint of time and loads. In December one large vessel and several small vessels were unloaded within 10 workings days after arrival with several more due to reach that schedule in the first week of January. Barring unexpectedly heavy arrivals, the whole fleet was expected to be on that basis before the end of January.

Standard Engineer's Field Report

CASE HISTORY
PRODUCT Chevron Pressure Primer System
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Priming System starts diesel on 1st or 2nd turn — saves batteries and eliminates fire hazard

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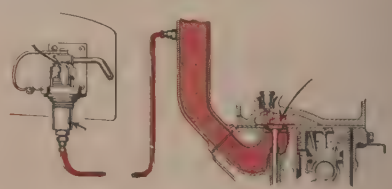
Volatile Chevron Priming Fuel atomizes in induction system at temperatures as low as -65°F. Pressure or weakest spark from engine fires mixture.



Simple, rugged discharger prevents priming fuel leakage. Small, safe steel cartridges protect priming fuel from water and dirt.

STANDARD OIL COMPANY OF CALIFORNIA

SAN PEDRO SEINE SETS

● ROSS D. McCABE of San Gabriel built the hull of the new *St. Jude*, now owned by the Deringers, sold to the new owners by Frank Simon and Associates . . . Vido Svicarovich, of the *Anthony M*, was the subject of a feature article in a recent issue of the L. A. Times, because of his skill as a surgical technician in treating injuries that occur to fishermen aboard the tuna net boat . . . He's known aboard the boat as Dr. Bugaboo . . . Chef aboard the *Southern Pacific* is Bill Hickson, whose favorite recipe is Lamb Chops a la Paree, using sweetbreads . . . Johnny Zankich reports that he had fine successful trips with his *Western Monarch* in 1955, two for Bluefin and three for Yellowfin and Skipjack . . . It was Sam Sutlovich who was skippering the *Hawk II* when the vessel burned off Los Angeles harbor, not Andrew Devlahovich . . . Members of the AFL Seine and Line Fishermen's Union are now covered by a Blue Shield health and welfare plan, and also boat owners and dependents, by arrangement of the Fishermen's Cooperative Association.

GEORGE N. KUCHAN, San Pedro fisherman, died at the age of 63 in a Santa Monica hospital in December . . . Bonnie Blazenka Lisica, secretary at Harbor Boat Building Co., was married recently to Zvonko Mihovilovich in a San Pedro ceremony at Mary Star of the Sea . . . Mr. and Mrs. Pete Zanetich observed their golden wedding anniversary at a party given by their children. They came to San Pedro from Washington State in 1920. He is now retired from fishing . . . Lido Shipyard and Wilmington Boat Works are now dealers for the seven Nordberg gasoline engines, working under the new distributor, In-Mar Co., Wilmington.

GILL and QUILL, Star-Kist's news letter, for December, was an outstanding issue and featured the tuna bait boat *Liberty Bell*, skippered by Gil Gonsalves . . . What is more, the editorial by Joseph J. Bogdanovich, president of Star-Kist, was notable for its Christmas message.

PAUL VERNEY, 66, a former fishing boat captain, died in late December. He had lived in San Pedro for 33 years, and had formerly owned the *Alliance* . . . The Fishermen's Cooperative Association Auxiliary contributed to the Civinette program of toys for needy children. The group also gave its annual holiday party, December 29. Mrs. John Yelusich was general chairman, assisted by Mrs. Andrew Xitco . . . Nick Trutanich, skipper of the *Star of San Pedro*, has married Oweida Snyder . . . The *Commander* has returned from Alaska, where the boat served as a tender for salmon fishing . . . Star-Kist's Gene Mattson welcomed his family in a new home in Lima, Peru.

Woman Skipper First With Albacore in '56

A woman skipper, Mrs. Allen Vassar, brought the first Albacore of the 1956 season to San Diego port, at dawn January 1.

The *Nana* delivered her first to High Seas. She completed 14 trips in 1955. Mrs. Vassar has been fishing for 15 years and since her husband's death has had the assistance of George Kitterman in the jig fishing. Her home is in South San Gabriel and she plans one more trip to the Guadalupe Island area for another load of Albacore before closing the season.

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3½″	1″	3/8″ & 3/4″
3½″	3″	3/4″
3½″	3½″	3/4″
4″	3″	3/4″
6½″	1″	1″
6½″	3¾″	1″
5½″ (oval)	3¼″	3/4″
2¾″ (half oval)	3¼″	3/4″
4½″ (crab buoy)	18″	3/4″

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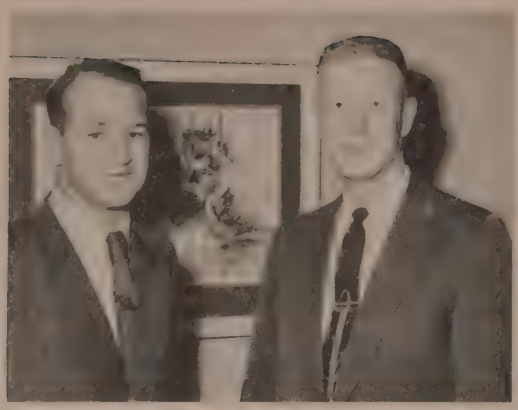

"Petrale" and Friend—D. L. Alverson, left, Washington Department of Fisheries, and Donald Powell, U S F A W S exploratory fishing chief, Seattle.

SCOPE and SOUNDER

Monthly digest of present-day pioneering methods and equipment in world fisheries.

By PETRALE*

Fur Farmers Own Trawlers As Mink Food Insurance

• Demand for scrapfish has been increasing in West Coast ports from Eureka to Canada. The new market has been brought about by the expanding mink farming industry and greater use by fur farmers of fish products. In addition to buying waste products from halibut, salmon and bottom fish fillets, they are also buying considerable amounts of whole fish. The biggest fish suppliers for mink food are the trawlers, which land a variety of fish which are processed for mink food.

The laws regarding the use of food fish for animal food or reduction vary between states. California and Canada have no regulations governing the types of bottom fish which may be sold as mind food. In Oregon certain flatfish are limited to a maximum percentage by trip, while Washington allows only fish not classified as foodfish to be landed as mink food.

During the past two years buyers of mink food have requested relaxing certain state laws which make purchasing of desired types of bottom fish difficult. There is little doubt that the scrap market has grown to a point where it has become an important roll in the economy of the trawl fishery. *In Oregon and California several trawlers are owned by mink farming associations and it appears the scrap market will continue to prosper.*

Bottom fish which are desired by mink ranches include rex sole, turbot, Bellingham sole, rockfish and black cod. Many other varieties are also used. The demand for particular species has resulted from feeding test and chemical analysis of the fish which have shown certain types will result in better growth and pelt production. The amounts of whole bottom fish and fillet waste sold to West Coast mink farmers is estimated to be from 50 to 65 million pounds.

Mysteries of Albacore Gradually Are Clearing

The elusive albacore or the white meat tuna has caused more biological headaches and interest than scores of other commercially important fish. Sporadic disappearances from certain areas has led to many hypothesis as to its migratory habits and its high demand as a commercial product has helped to initiate many scientific investigations. All three Pacific Coast states, Hawaii, Canada, and Japan have and are playing a part in the study of this species

The mystery of the Albacore is far from unraveled; however, certain facts are helping to solve the puzzle. The Albacore has a world-wide distribution and is generally considered a temperate water fish. It is however, taken in the sub-surface waters of the tropics. The northern range of Albacore in the Pacific seems to lie between 48° 50°N, although it is probably dependent on water conditions during any particular year. Many biologists feel that the solution to many of the habits of this fish could be solved through an understanding of factors within the fishes environment which influence its distribution. Surface water temperatures have been helpful in noting the apparent (approximately 57°F) northern boundary of the fish, but cannot account for long term absences such as have occurred off of California, Oregon and Washington.

Biologists have had considerable trouble in attempting to age all species of tuna, because of the poorly defined growth rings appearing on bone structures. A Canadian biologist, J. M. Partlo, studied marks on the centra of Albacore vertebrae, found four groups in the fishery which appeared to be three, four, five and six years olds. Partlo also studied the reproductive organs of Albacore landed in British Columbia and concluded that fishery was dependent on 100% immature fish. No fully ripe fish were observed.

The only successful tagging of Albacore has been accomplished by the California Department of Fish and Game. The most spectacular recoveries are those which have shown a transpacific movement of fish from the California waters to those off Japan. The Albacore problem is still being actively investigated by the P.O.F.I. organization and West Coast States. These studies should gradually reveal more of the fish's life history.

How Scientific Instruments Are Used in Fishing

The use by fishermen of instruments employed by fishery scientists in studies of the oceans is not too common. Actually it is more likely that the scientists will modify gear and other techniques used by commercial fishermen to assist them in studying their problems. Few of the outright technical devices used by scientists ever come to widespread use in the commercial field; although some electronic equipment may be considered an exception.

In the past several years several simple oceanographic instruments have been made to aid in certain forms of fishing. Some fishermen have felt that if the current pattern were known when trawling on various deep grounds that they could increase their catch by trawling against the water movement. This point has also

been stressed by those using pelagic nets. Recently an instrument for such use has been devised and is called the "Fisherman's Current Cone".

This instrument consists of a conical casing which can vary its "altitude" to the speed and direction of water flow. The cone, about 10" in circumference and 24" long, weighs 6.5 lbs.

Use of the meter calls for attachment to a line or wire which must be lowered to the depth of desired reading and left for about 20 minutes. For use in determining the angle of descent of the rope or wire a rope "angle gauge" has been designed so that true height of the cone from the bottom may be measured.

Would Aluminum Penboards Help West Coast Trawlers?

Aluminum penboards are being used aboard some East Coast trawlers in an effort to reduce the work of maintenance, loss of fish and grade through spoilage, and long-run out-of-pocket cost. Wooden penboards need constant attention to keep them even reasonably clean; and even under the best of conditions they must be considered as a source of bacterial infection for the catch.

One East Coast boat operating firm experimenting with aluminum penboards reports that they are easy to clean, require no painting, and show a very low bacteria count after use. They are not so heavy or cumbersome as wooden penboards and do not affect the flavor of the fish. Those using the metal boards believe that in the long-term they will prove cheaper than boards which have to be replaced and painted regularly.

Launching the "Missouri"—Fifth steel 127-footer of the current series built by National Steel & Shipbuilding Co. is launched at San Diego. (Story in "PF" for Jan., 1956, Page 21). The "West Coast" is an older vessel on the ways for overhaul. "Missouri" is powered by a Fairbanks-Morse opposed piston diesel of 960 hp., working through a Western Gear "Sea-Master" 3:1 reduction gear. Auxiliaries are twin 191-hp. Murphy diesels. Steering is by Sperry magnetic compass pilot, working through a National Steel worm gear unit.

Sole Are Tagged In Everett Area

The University of Washington and the Washington Department of Fisheries recently tagged and released close to 1,000 English Sole in the Everett Bay region of Puget Sound. This area is one of the most productive for sole taken from the inside waters and has been a consistent producer during winter months. Conventional disc and "spaghetti" tags were used in about equal numbers. Results of the work should give clues as to the size of the Everett Bay population, the amount of movement from the bay to other Puget Sound regions, and as to the intensity of the fishery. The investigators also hope to obtain a comparison of the utility of the two types of tags used.

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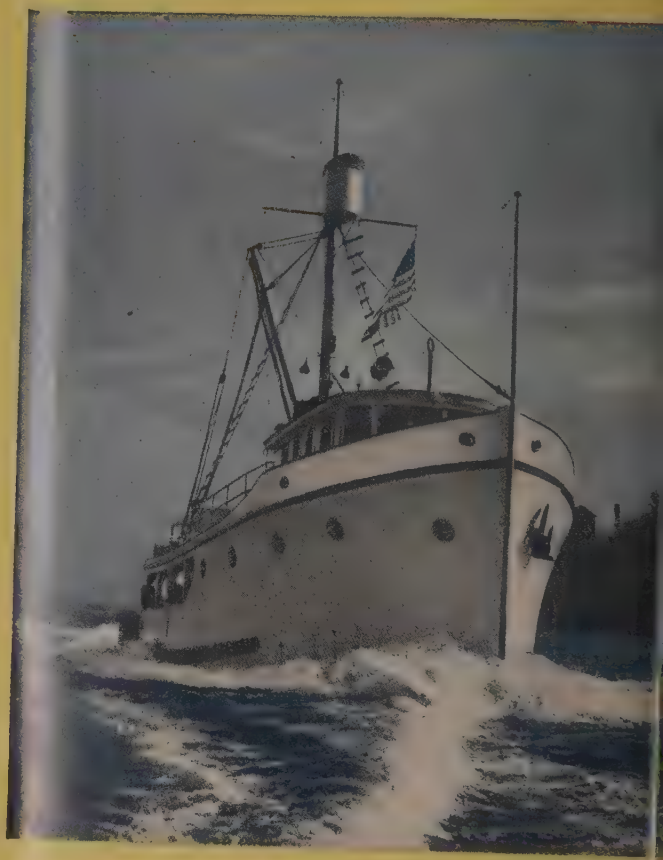

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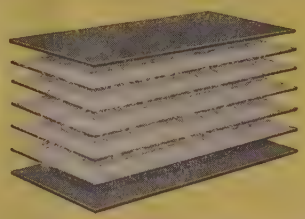

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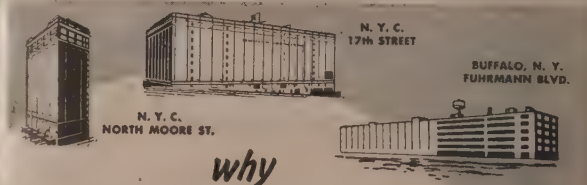

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Classy Crabber—Here's a 42' by 14' working fisherman designed to double as a sportfisherman and charter boat during the summer season. She works for Frank L. Lambertsen out of Westport, Wash. Built by Grandy, Seattle, from plans by Edwin Monk, she is powered with a 165-hp. Cummins diesel.

Calif. Albacore Fishing Stretches into New Year

Albacore fishermen from Southern California ports were still fishing the longfins in early January—perhaps a fleet of some 50 boats, according to Pete Repovich, manager of the California Commercial Fishermen's Association, Terminal Island.

For the most part the Albacore fleet was finding Guadalupe Island most productive.

The California Department of Fish and Game in January spoke highly of the cooperation it had received from commercial Albacore fishermen in securing catch data on the longfin. The information secured by the department came from the log books, supplied by the department to commercial fishermen, and from these books, biologists in the department were able to learn the areas of heaviest Albacore catches off the California Coast.

In 1956 it is hoped that the personnel of the Terminal Island office can tag some 2,000 Albacore. It is interesting to note that four of the fish tagged traveled over 2,000 miles; two were recovered off Japan and the other two were recovered north of Midway Island. Harold B. Clemens, marine biologist, states that virtually all Albacore taken by fishermen on the Pacific Coast are sexually immature and that no Albacore eggs or larvae have ever been collected by research vessels operating on this side of the Pacific Ocean. However, there is indication that some spawning occurs in the vicinity of the Hawaiian Islands during the late winter or early spring months.

Two Sardine Seiners Are Lost to Fire

Two purse seiners were lost by fire in the San Pedro fleet during December. First was the 76-foot *Hawk II*, catching fire while fishing sardines off the Los Angeles-Long Beach breakwater. The boat, skippered by Sam Sutlovich, was towed to the Al Larson Boat Yard, Terminal Island, but was written off later as a total loss.

Discovery was the second seiner to burn at sea — December 20. Eleven crew members were rescued from their power skiff by the *Liberty Bell II*. Coast Guardsmen later sank the remains of the vessel as a menace to navigation. Skipper was John Nizetich, and the vessel was owned by the Ursich family and associates. The net was lost, but there was no fish in the hold at the time the fire took place.

"Sun Traveler" Lost In Blast Off Peru

As the year ended, the tuna clipper fleet lost the *Sun Traveler*, which exploded and sank at sea off Peru. The crew was rescued by a Peruvian vessel.

Sun Traveler had Joseph Pombo as managing owner and was fishing for Star-Kist. She had been below the border for several months, unloading at a Costa Rican port.

The boat was built in 1947 by the Puget Sound Boat Building Company of Tacoma, was 121' long. In her earlier days she was owned in part by Ralph McCabe of San Diego.

More Fuel Capacity For Monterey Dock

Tom Russo, General Petroleum Co. marine agent in Monterey, is putting in a new 24,000 gal. diesel fuel tank on Municipal Wharf No. 2.

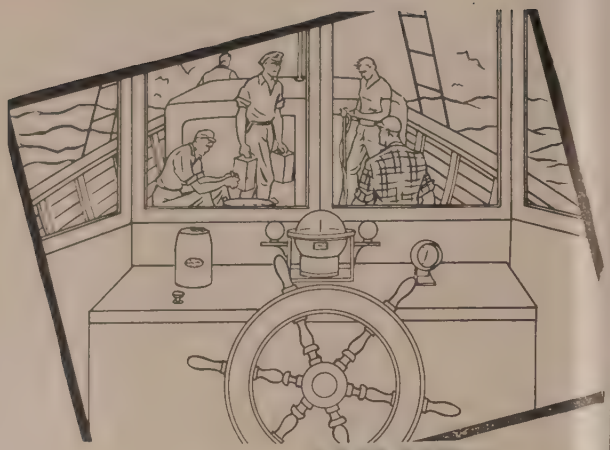
The tank will be protected by a bulkhead, and the fuel will be run out to the wharf by above-ground pipes to do away with corrosion.

Fish Boss Doubles By Selling Supplies

Fred Venturi, for a number of years manager of the fishermen's supply and equipment department of C. J. Hendry Co.'s San Francisco store, has resigned that post to assume co-managership of the golf shop at San Francisco's Harding municipal golf links.

Mr. Venturi has been connected for the past 31 years with C. J. Hendry Co. He is an expert golfer himself, and his son, Ken, is a nationally known tournament player.

Frank J. Taormina has been appointed to take Mr. Venturi's place. Frank is a well known fisherman himself, coming from a Monterey and Pittsburg fishing family. He is a fish boss for the Alaska Packers Association, and will combine both jobs, leaving San Francisco for two months during the Alaska salmon season to assume his work for APA.



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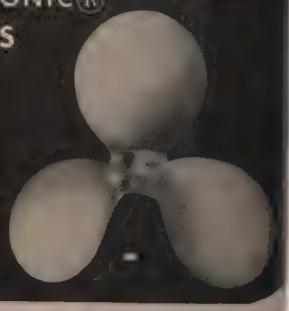

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Canadian Sockeye Advisors—Members of the Canadian advisory committee at the recent meeting of the Sockeye Commission in Vancouver. From the left: Ted Black, representing sports fishermen; Peter Jenewein, gillnetters; R. Nelson, cannerymen; Bud North, trollers; William Petrie, representing the purse seiners, was unable to be present.

alibut Vessel Owners e-Elect Haaken Selvar

Members of the Fishing Vessel wners Association, whose vessels mprise the halibut fleet based on get Sound, in January re-elected aaken Selvar as president for 1956.

Jacob Knutsen was re-elected vice esident and Sig Hegge secretary.

Trustees elected include: Sverre hansen, Emil Nilsen, Pete Ness, alph Ekrom and Ragnvald Selset.

Harold E. Lokken continues as anager of the association, a position e has occupied for approximately 30 ears.

harp Razor Clam Cut rescribed for Copalis

Reduction in the maximum commercial quota of razor clams from Copalis Beach during the 1956 season was announced in January by Washington Director of Fisheries Robert L. Schoettler, who is expected to set 400,000 lbs. as the quota. This compared with an original quota of 550,000 lbs., which later was extended to 723,000 lbs. in 1955.

Reduced set of young clams, and fewer large specimens, led the biologists to recommend the reduction.

The Graylands and Long Beach areas are expected to remain closed to commercial digging, as in these areas the personal use sport digging has become so heavy that the take exceeds that of former years when commercial digging also was permitted.

One exception is on the Willapa Spits, where the clams are poor in quality and used only for crab bait.

Famed B.C. Fisherman Killed Between Boats

One of British Columbia's best known fishermen, Billy Dryborough, died recently after falling between two boats at anchor in Montagu Harbor.

Mr. Dryborough was skipper of the 100-ton Anglo-B.C. Packing Co. fishpacker *Haida* at the time of his death, but skippered for Nelson Brothers Fisheries for more than 20 years previous to joining the ABC fleet.

Split-Level Combination Building in Canada

Matsumoto Shipyards, North Vancouver, B. C., are building a new type of combination seine and halibut boat for William Pitre, an executive of the Fishing Vessel Owners Association of B. C.

The boat will be 66' long, with 19' beam and 9' draft. Carrying capacity of the hold will be 85 tons. Power plant will consist of a 210 hp. diesel engine.

Major distinction in the design of this vessel is the split-level construction. It is expected to give big-boat service at small-boat cost.

"Dora II" Repowered

A. E. Bolduc, Florence, Ore., recently had his GM 4-71 diesel engine overhauled by Hover Equipment Co., Monterey. The engine powers the Albacore boat *Dora II*.

* * *

The "Rosie Joe," salmon and crab boat formerly owned by Joseph Sinigiani, San Francisco, has been sold to Louis H. Janes, San Francisco. The transaction was handled by Dan Bohne & Son, San Francisco.

Troller Turns Cop

Matt Stuckey, who bought the troller *Springer* last spring and fished it through the summer in Alaska, rejoined the Ketchikan police force as a patrolman the first of December. Matt had been with the police force almost a year when he quit to go fishing last March.

"Rolling Swede's" Luck Finally Runs Out

Late in December, Julius Danielson's body was discovered on the beach at Pennock Island, near Ketchikan, where he had been the day before. His body was found on the beach near Con Giebel's cabin with the skiff nearby. Danielson again had beaten Davy Jones' locker but apparently died of exposure during the night. Born in Sweden about 55 or 56 years ago, Danielson had often fallen from his skiff. Last year his fishing boat burned to the water's edge. Several times "the Rolling Swede" was fished out of Tongass Narrows by friends or the U. S. Coast Guard.

Alaska Sea Lion Investigation Begins

Alaska's Department of Fisheries and the U.S. Fish & Wildlife Service late last year initiated a joint long-range investigation of the effect of predation by sea lions on the Southeast Alaska salmon runs. The work is financed, in part, by Saltonstall-Kennedy funds. The work will continue for three years if funds are available.

Primary purpose is to gauge the importance of such predation.

A familiar figure on the Columbia River since starting his own tug and towing business in 1926, Captain Wilbur Smith today runs a fleet of more than 20 tugs, cranes and auxiliary equipment.

For scouting the river, keeping an eye on his boats and locating log booms, Captain Smith maintains an Aeronca Chief on floats at his dock at Rainier, Ore. Spic-and-span, shipshape equipment is his trademark.

"In using Mobil products exclusively for the past seven years, I've found them to be even better than claimed. G.P.'s marine lube engineering service has been a real asset to my towing operation," reports Captain Smith.

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Captain Wilbur Smith

GENERAL PETROLEUM CORPORATION

amoan Tuna Supply ontract Is Renewed

Contract of Nippon Reizo K.K. to pply tuna produced by Japanese fish- g vessels to the Samoa cannery of ie Van Camp Sea Food Co. was re- ewed recently, according to Hiroaki lunome, of Nippon Reizo's overseas ivision.

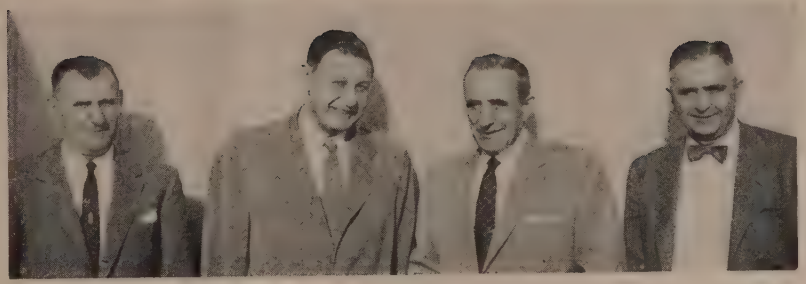
The freezership *Saipan Maru*, which ad been stationed at Pago Pago since une, has returned to Japan and is eing replaced on the Samoan duty by *Chikuzen Maru*. This vessel was ex- ected to enter on her depot ship duty bout the first of the year.

Tuna fishing vessels to be operated n connection with supply of the Van Camp plant are expected to number 17 in future, as compared with 20 last ear.

Albacore Fleet Plans Harder Fishing This Year

The long Albacore season was finally over for the majority of California boats just before Christmas. Trollers which had been fishing since last March when the salmon season opened in Oregon and Washington came back to Moss Landing and tied up for the winter. Among the boats ready to call it a season were Conrad Pederson on the *Sun-Ra*, Bill Harder on the *Seaway*, Bill Johnson on the *Elsie*, Oren Addleman of the *Dolores J.*, Ed Weidenaar on the *Pelican* and Bill Yeoman of the *Twenty Grand*.

The men felt that the late southern fishing season had been well worth while. Many of them talked of staying south for the full season next year and not making the central California run as they have in previous years.



Enginemen at Launching—These four from Fairbanks-Morse saw the launching of the tuna clipper "Missouri" at San Diego, powered like her sisters with an F-M opposed-piston diesel of 960 hp. From the left: Nick Bobrick, Fairbanks, Morse Co., Southern California; W. E. Hirtensteiner, vice president, National Steel & Shipbuilding Corp., San Diego; John A. Cuneo, vice president, Fairbanks, Morse Co.; and Paul Suess, branch manager, Fairbanks-Morse, Los Angeles.

The staff of Wm. H. Hutchison & Associates, San Pedro and Mazatlan, Mexico: seated, Mr. Hutchison; left to right, Bud Koegel, Edward Rittenhouse, Ricardo de Rueda, and Ray Stewart. This firm is an international factory representative for fishing, marine and engine supplies.

Humboldt Bay Silting Hits Oyster Plantings

Although full details of the loss were not available at presstime, it was evident early in January that oyster plantings on Humboldt Bay, Calif., had suffered seriously as result of the floods at the Christmas season. Principal loss was expected from silting of the newly planted beds, where the new seed is reported to have been buried with from 4" to 8" of silt as result of the flood waters.

Principal planting in Humboldt Bay was that of the Coast Oyster Co., which put 9,000 cases of seed on the beds in November in an experimental early planting. Usual time for oyster planting with imported Japanese seed in the Pacific Northwest is in March and April.

SAN DIEGO BITE-SIZE ITEMS

FINAL WEEK in December at San Diego saw the arrival of many tuna clippers at San Diego canneries: *Paramount, Oceania, St. Vincent, Jeanne Lynn, Cape San Vincent, Explorer, South Seas, Viking, Monarch.* Unloading began from clippers *Sun Victoria, Trojan, North American, Sea Farer, Zarco, Lone Wolf, Crusader* and *South Seas* . . . Lloyd's of London is being sued for $32,000 plus by the owners of the *Far Famed* . . . Owners of the tunaboat *Helen Ann* have been awarded $7,066.05 for towing the *Valiant*, in a storm in the Gulf of Tehuantepec in April of 1953, by a San Diego superior court judge.

BATTISTA GHIO, retired fisherman, 68 years of age, died in December at his San Diego home. He was the former skipper of the *Angela M*, and had lived in San Diego for 50 years . . . Members of the Portuguese-American colony in San Diego entertained Dr. Paulo Cunha, foreign minister of Portugal, during his one-day visit to San Diego during December . . . *Explorer* docked in San Diego in early December with one of the largest tuna fares of the year. A three month trip was skippered by Lou Brito . . . A wage increase of five cents an hour has been approved for employees of the Westgate-California Tuna Packing Co. . . . John Cabral of the *Sun Dawn*, whose part-owner is Cosmo Cutri, attended the launching of the Missouri, following his flight from Paita, where his clipper is based. His brother, Bill, is chief engineer. The boat has been fishing for two years on the high seas of South America.

"Sunnyboy" Vellis Passes

Colorful, loveable George "Sunnyboy" Vellis is gone from the Monterey waterfront. He died at his home from a heart attack, aged 57.

For 20 years he operated The Pilot Sea Food Restaurant on Fishermen's Wharf in Monterey, which became a rendezvous for fish processing plant executives and fish boat owners. He appears as a character in John Steinbeck's novel "Sweet Thursday." The Pilot is now a curio shop, but about a year ago Sunnyboy opened another bar and sea food snack bar on Fishermen's Wharf.

He was born in San Francisco and sold newspapers on the streets. In 1916 he went into the lumber business in Oregon, and remained until 1927 when he came to Monterey, where he bought the old Peninsula Fish Market and remained on the wharf ever since.

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LINES and LEADERS

Pip-Skeek" Assures esponse to Radar

Ever hear of Pip-Skeek? It's a low cost dar reflector designed for permanent ounting on mast or yardarm of small oats so that the boat will at all times esent a strong, intensified "pip" on the reens of radar-equipped vessels.

It might save your life, say Dee McFadn, skipper of the California State Deartment of Fish & Game research vessel Nautilus," and well known commercial sherman, and Mrs. George Evans, Evans adio Dock, foot of 19th ave., Oakland, alif., who adapted the device for small oat use.

They point out that although most large essels now are radar equipped, and that adar plays a major part in Coast Guard ir and sea rescue, most smaller craft are oor reflectors of radar waves and present very weak or non-existent pip on the adar screen, making it almost impossible or the radar operator to see. This is said o be especially true when small boats are unning or laying to in moderate to heavy eas so that most of the time the small raft is hull down and out of range of the adar waves.

The Pip-Skeek reflector is sturdily but imply made of galvanized sheetmetal, and s inexpensive and easy to install with no naintenance.

Mr. McFadden and Mrs. Evans say that regardless of the pitch or roll of the small vessel, Pip-Skeek gives 360° of constant protection against being rammed or run down by radar equipped vessels.

Merger Unites Famous Protective Clothing Houses

Merger of three of the country's oldest and best known manufacturers of rainwear and protective clothing for many years widely used in the fishing and marine industries, The H. M. Sawyer & Son Company of Cambridge and Watertown, Mass., the J. F. Carter Company of Beverly, and the A. J. Tower Company of Boston — was announced recently by Charles L. Foote, President of The Sawyer Company. The new organization to be known as Sawyer-Tower, Inc., combines three firms each more than 150 years old and each reporting for 1955 the best sales record in their peacetime history.

The older of the three companies, the A. J. Tower Company, was founded in Boston in 1836. They were pioneers in the development of the oiled waterproof clothing known as "slickers". Originally made and sold principally to fishermen and others who followed the sea, their famous Fish Brand slickers have been adopted as standard wet weather protection by a large section of the American public.

Long a leading producer of rainwear for industry as well as the American public, the 115 year old H. M. Sawyer Company has in addition specialized in protective and safety clothing since 1948 and is now recognized as the largest manufacturer of safety and protective clothing in the country.

Cincotta Bros. Handle Olympic Trawl Cable Meter

Cincotta Bros., San Francisco and Monterey fishermen's supply and equipment house, has been appointed northern California distributor for Olympic trawl cable meters, manufactured by Olympic Instrument Laboratories, Cove, Washington.

The Olympic trawl cable meter shows the winch operator a continuous reading in fathoms of cable length run out and in. A unique design (patent applied for) "floats" the meter on the taut cable near the winch drum. Two preventer lines secure the meter against spooling with the cable and permits it to follow the cable as it unwinds back and forth against the drum.

According to Tony Cincotta, owner of Cincotta Bros., some of the advantages of the Olympic trawl cable meter are: the elimination of cable marking, assurance of correct set of the trawl, and avoidance of errors caused by cable length changes occurring at sea.

New Bendix Pacific Offices

Walter Rhea, manager of the marine division of Bendix Pacific Division, announces the new offices for the manufacturing, engineering and sales of the extensive line of Bendix marine electronic equipment. It is 8211 Lankershim Blvd., North Hollywood, phone number, Roger 7-1736.

The Bendix line includes depth recorders, radiotelephones, direction finders, automatic pilots and the new Bendix marine radar.

Sperry Brings Out Miniature Gyro Compass for Fishermen

A revolutionary new miniature gyrocompass, designed and developed for use in Navy landing craft, was demonstrated publicly for the first time as part of the Sperry Gyroscope Company exhibit at the New York Motorboat Show.

The accuracy of Mark 22, approaching that of standard gyro-compasses many times larger and heavier, was proved beyond doubt during the Navy tests which were conducted in some of the worst weather imaginable.

Still another new feature of the Sperry line is the Lever Pilot, favorite steering aid of fishboat captains, which provides accurate, sensitive steering of both auto matic and manual phases.

Republic Supply Distributes Roebling Wire Rope in Calif.

John A. Roebling's Sons Corporation, wire rope manufacturers, and the Republic Supply Company of California have concluded an agreement under which the latter is now distributor for Roebling products in California, Arizona and Nevada.

The announcement is of particular interest to the fishing industry since Republic's 18 sales headquarters and branch stores will make Roebling products more readily available.

A full line of Roebling wire purse lines, trawl warps, anchor cables and standing rigging will be carried in stock by Republic Supply.

Roebling products also include electrical cables.

Universal Generator Set Gives Fishermen's Needs Attention

An all-new double-duty marine generating set by Universal Motor Co. gives special attention to the practical needs of practical commercial fishermen.

This is the new 100% marine 5 k.w. generating set which has been designed by Universal to fulfill the specific requirements for fisherman service afloat. The close-coupled generator is powered by a four-cylinder, four-cycle engine of extremely small overall size, resulting in a complete, compact power plant. Its modern design is further reflected in its light weight and smooth operation.

The new Universal generating set has a capacity of 5500-6000 watts with 12-volt remote starting. It is fully marine engineered for safe, quiet installation below deck. It comes completely equipped. The remote controls to the generator provide convenient starting and stopping of the plant at any point aboard ship.

The Universal M125-BR is a double-duty plant. While the main function is to provide a constant, dependable source of 115-volt, 60-cycle alternating current for all loads up to 5500-6000 watts, it has in addition a 12-volt battery charging feature of ample capacity to handle the charging of the plant and main engine starting batteries.

Goodrich Cutless Bearings Sized For All Fishing Craft

B. F. Goodrich Cutless rubber bearings, distributed nationally by Lucian Q. Moffitt, Inc., Akron, Ohio, now include sizes for the full size range of American fishing vessels. Cutless bearings in sizes from ¾ inch to 11½ inch shaft size are carried in warehouse stock and represent the most complete line of rubber bearings ever available.

Cutless bearings are made of oil-resistant rubber which is unaffected by sludges and waste chemicals found in waters where boats operate. The special rubber also resists wear and heat. Water-lubricated, the bearings repel gritty abrasive particles which damage bearings of other types.

Marine Products "Flomax" Pump Offered for Fish Plant Duty

The same pump found on countless fishing and work boats is now introduced in a completely mobile form for fish plants and boat yards.

The Marine Products Company, Detroit, features its new tire mounted Flomax 5 and Flomax 8 pumps.

The new pumps are offered in 1½" and 2" pipe sizes. They are self-powered, self-priming, and completely mobile. This auxiliary equipment will deliver up to 140 gallons per minute in bilge pumping service. Yet it develops sufficient pressure to serve for washdown and fire fighting.

Winter Advanced in Sales Post at Sperry

Promotion of Norman L. Winter, former director of federal contracts at Sperry Gyroscope Company, to the post of General Sales Manager was announced recently by G. S. Starke, vice president for sales.

Before he joined Sperry in 1949, Mr. Winter was executive director of the electronics committee of the Research and Development Board of the Department of Defense. In 1950 he was appointed by Sperry to head up special electronics sales, and in 1952 was named manager of Air Force contracts. He became director of the company's federal department in May, 1954.

S. F. Man Advances With Canco Nationally

Appointment of C. F. Lausten as general manager of the equipment division of American Can Company has been announced by William C. Stolk, Canco president.

Mr. Lausten, who was a consultant on government tin conservation programs in World War II, joined the can company in 1928 in San Francisco, his home town, and after spending most of his early Canco career in the company's Pacific division, was transferred to New York in 1951 as assistant general manager of manufacture.

Bendix Offers New Radar Brochure

A new brochure concerning the new Bendix Marine Radar, Model MR-3A, is now available for distribution, according to Bendix-Marine of North Hollywood, Calif.

The brochure describes the new radar in detail and, in particular its plus features. Complete specifications are also included. Written in easy to understand language, and at the same time covering pertinent information, the brochure will be of interest to boat owners and technical people as well.

Copies of the new brochure may be obtained by writing for Marine Brochure 120, Pacific Division, Bendix Aviation Corporation, 11600 Sherman Way, North Hollywood, Calif.

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10c a word per time, $3.50 minimum. (For box numbers addressed to PFN, add $1.00.) Business card display—$20.00 per column in. per insertion, with lower rates on contract basis. Mail all copy to PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Washington.

FOR SALE: Fishing schooner fully equipped halibut and tuna. 70' overall, 150 Washington, Fathometer, Direction Finder, Automatic pilot and radio telephone. Excellent condition. Call Turnbull, ELliott 1364, Seattle or write 1300 Western Ave.

FOR SALE OR LEASE: Marine engine repair shop, completely equipped and ready to go. Construction, concrete walls and steel frame windows, with 4-room apartment above. Docks and floats for ten or more boats. For information write Box 369, PACIFIC FISHERMEN'S NEWS, 71 Columbia St., Seattle 4, Wash.

FOR SALE: New 40'x11'3"x5'6" Monk-designed trolling hull; similar to M & I, DAWN and DING HOW. Complete with tanks, bow iron and rudder. Tripple & Everett Marine Ways, Inc., 1636 West Spokane Street, Seattle 6, Wash. Phone AValon 1381.

FOR SALE BY OWNERS: Large fish cannery including land and buildings, with reduction plant. Outstanding value at bargain price, part cash, terms balance to right party. Also two additional reduction plants and fish soluble plant. P. O. Box 391, Monterey, Calif.

SAVE, buy surplus direct from Government at tremendous savings, boats, motors, gear, fishing equipment, truck, jeep, trailer, radio equipment, power tools, machinery, hundreds others. Government Surplus List $1.00. Send to Surplus Box 169 PAA, East Hartford 8, Conn.

FISHING BOATS FOR SALE: Trollers and Monterey Purse Seiners. DON WOODWARD, Boat and Real Estate Broker, at Marine Supply Store, PO Box 45-A, MOSS LANDING, California. Telephone CASTRVILLE 6652; or apply at OAKLAND ESTUARY BRANCH, Don Woodward, Jr., Manager, care Evans Radio Dock, 901 19th Avenue, Oakland, California; Telephone KEllog 2-8158.

FOR SALE OR LEASE: Modern salmon cannery in biggest producing area on Puget Sound. Crab and bottom fish available. Write Box 293, PACIFIC FISHERMAN'S NEWS, 71 Columbia St., Seattle 4, Wash.

WANTED: Salesmen and Brokerage companies to sell our Nationally Advertised Brands Barbed Wire, Nails, Baler Wire, Fishing Trawl Cables, Manila Clad Hanging Cables, Industrial and Marine Wire Ropes all types, Manila Ropes, Sisal Ropes, Seine Twines, Sisal Wrapping Twines, Jute Twines, Cotton Twines, etc. Liberal commissions paid. Large warehouse stocks available for fast delivery. BOB STONE CORDAGE COMPANY, CHARITON, IOWA. Branch office 2838 FRENCHMAN STREET, NEW ORLEANS and other port cities.

FOR SALE: Buda diesel engine, 225 hp, includes 50-ton power drive clutch, has run 400 hours. Price $8,000, $5,000 down, $3,000 balance on delivery. Guaranteed for six months. Original cost $17,000. Phone James Marshall, 2232 N. E. Flanders St., Portland, Oregon. Phone EMpire 5168 or write W. M. McCall, Rt. 1, Box 1637, Alderwood Manor, Wash.

BUSINESS OPPORTUNITY. Wanted finances to manufacture and market patented vacuum powered deep sea tuna fishing pole, now in active demand. Testimonials on file. L. N. Hagerman, 1320 S.W. 10th Avenue, Portland, Oregon. Call CA 8-3681.

FOR SALE—Steel boat, Monk design, 48'x13'10"x 5½', built 1948, 2200 gal. fuel cap. (double bottom) gross 31 tons, sleeps 6, fully equipped, priced right. C. M. Negstad, 943 Solano Ave., Albany, Calif.

JERRY'S BOAT SALES. For any type or kind of boat or ship. World-wide contacts. Matt Batinovich, owner and broker, New location: 310 West 7th, San Pedro, Calif. TErminal 3-4482.

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FOR SALE: 35' x 11' Tantail blt. '50, 3-71 G.M.C. 7 Ton Refrig., net gurdy—$7200.00. 42' Seine Stern, 6-71, Witte Aux. 13 T. refrig. full electronic equip. bait tank and net, $11,000. 78' Seiner 260 H.P. Superior 100 Ton refrig. full electronic equip., $27,500. 39' Monk Design hull afloat ready for engine, 1000 gals. fuel 15 Ton Hold, $8500.00. FRANK MON ASSOCIATES, Berth 205A, P.O. Box 834, Wilmington, Calif. TE 5-3101.

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Outboards Used For Beach Seining Carp

Harbor Fisheries, Fishermen's Wharf, San Francisco, is fishing carp and black fish on Clear Lake under state permit.

The company has a crew of five men, under Vincent Fradella, partner, at the lake. Fish are taken by beach seining, using two skiffs, powered with Johnson Seahorse outboard motors, and a 21' launch. Production is about 30,000-lbs. per month but is expected to increase.

A new International 2½-ton truck is used to haul the fish from the lake to San Francisco.

The company is tripling the size of its office by building a mezzanine floor, at its headquarters in San Francisco.

San Francisco Fishermen Install Electronic Gear

City of Bari, San Francisco trawler Tony Faraldi, skipper, was equipped with a Loran and a Pip-Skeek radar reflector at Evans Radio Dock, Oakland.

Seal, another San Francisco trawler skippered by Attilio Nardi, was also equipped with Loran by Evans Radio Dock.

The *Warrior*, combination boat owned by Oscar Stone, and *Aili*, another combination boat, owned by Ellis Bellman, were equipped with Ross depth sounders by Evans Radio Dock.

Frank Scafani, San Francisco, skipper of the new combination boat, *Avina Marie*, equipped it with a new Model 76B Apelco radio telephone purchased from Evans Radio Dock.

"Jimmy" for "Christine"

The Hover Equipment Co., Monterey, recently installed a General Motors 4-51 diesel engine with 3-1 reduction on the salmon boat *Christine* owned by J. V. Shaw, Salinas.

Lonero's Daughter Weds

Miss Rosemarie Lonero, daughter of Sam Lonero, skipper and owner of the Monterey purse seiner *Pacific Star* and Mrs. Lonero, was married last month in Monterey to Gene Pasqual of San Jose.

Following the wedding there was a reception for 400 guests at a Monterey hotel.

mpregnated Plywood Fits Needs of Fishing Vessels

New fishing boat construction enters e year 1956 actively, and with a new aterial of superior promise—"Harborite", e overlaid product perfected by Harbor ywood Corporation, Aberdeen, Wash., ecially for marine use.

Fishermen and fishing boat builders are ell acquainted with "Super-Harbord", e famous marine plywood with which e company pioneered this field. Now en this great marine material has been rther improved for boat use by a resin-mpregnated overlay, becoming "Har-rite".

The new boat material has been subject long and rigorous tests, and now is vailable in unlimited quantities to all oat builders. It is being offered to fisher-en and their builders in a brilliant ad-ertising and sales campaign in **Pacific isherman.**

Harbor Plywood's Director of Sales, H. . Van Natta, says: "In the past, large uantities of 'Harborite' produced for arine use have gone to the United States avy for production of light fighting raft. We are very happy that new pro-uction methods adopted several months go, permit us to offer this overlaid ply-ood in unlimited quantities to the boat builders of America."

Mr. Van Natta adds, "The same production techniques employed to increase our production of 'Harborite' have also made it possible to reduce warehouse price of this plywood approximately 20%.

"The uses for 'Harborite' panel in the boat building and allied industries apply to hulls, framing, decks, bulkheads, cabins, gangways, furniture, refrigerators, galley, floats and docks."

"Harborite" is famous "Super-Harboard," plywood used by the marine industry for over 20 years, with a phenolic resin-impregnated overlaid face that produces a smooth, paint-holding surface, the manufacturer states. Because of its moisture-proof quality, boats built with Harborite have buoyancy and perform with efficiency at all speeds.

This plywood product is easy to repair, requires a minimum of maintenance and is available in special as well as all standard sizes and thicknesses.

* * *

The combination boat "N by W," Pete Damato, Sausalito, has been equipped with an Apelco Model 190 radiotelephone by Cal-Marine Radiophone Co., Fishermen's Wharf, San Francisco.

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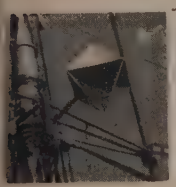

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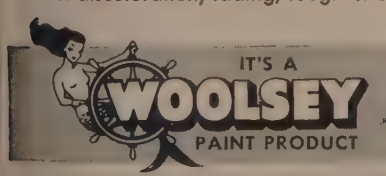

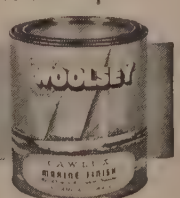

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Chiles Boat Co., 11333 Atlantic Blvd., Lynwood, California
Oregon Marine Supply Company, 235 S. W. First Avenue, Portland 4, Oregon
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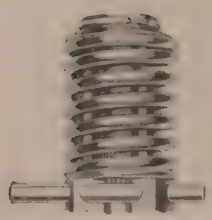
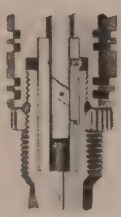
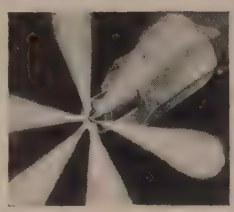


Injector drive is direct from the overhead camshaft by means of a rocker arm. Precision rack and pinion actuated by hydraulic servo type governor controls the amount of fuel to be injected.



Fuel enters the injector at approximately 20 psi, travels through an annular passage into the injector cylinder. No priming —no bleeding.

On the plunger's downstroke, the intake port is closed and the fuel forced out the nozzle through dual flat seat check valves — double protection.



Solid fuel forced through six properly sized holes in the nozzle is completely atomized as a fine fog and distributed through the incandescent air charge to provide thorough combustion.

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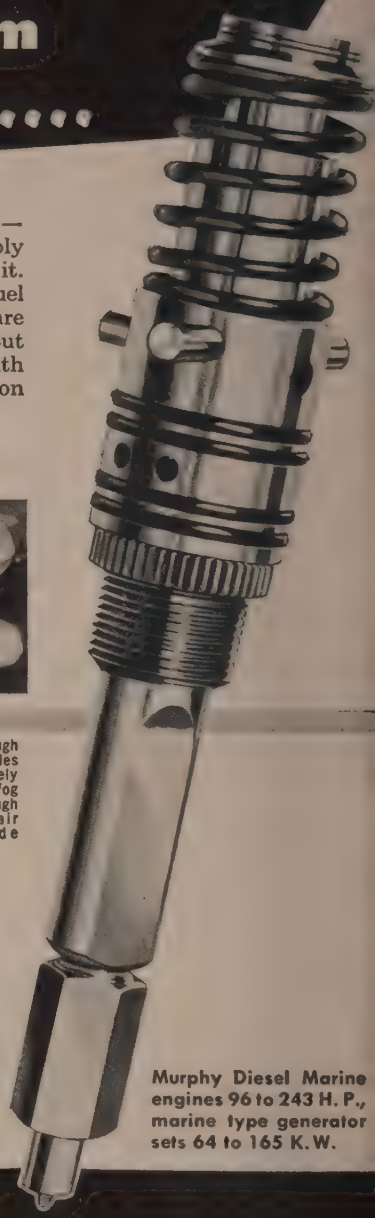
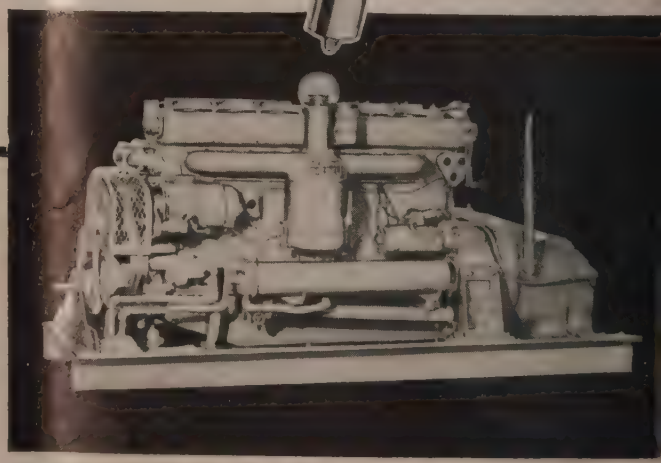


Murphy Diesel Marine engines 96 to 243 H. P., marine type generator sets 64 to 165 K.W.



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342-A

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VANCOUVER, B. C. CANADA—Northern Engine & Equipment Company (B. C.) Ltd., 155 Water Street

SAN DIEGO 12, CALIFORNIA—National Steel and Shipbuilding Corp., Harbor drive at 28th Street

anadian Authorities Limit almon Sport Catches

Fewer amendments to British Columbia fisheries regulations than usual e being suggested by the department Victoria. The proposals have been nt to various divisions of the industry for comment.

Among the suggestions:

1. That no salmon net fishing for ommercial purposes be permitted in ueen Charlotte Islands, Grenville-rincipe (Area 5) and Bella Bella Area 7) before the last Sunday of ıne each year.

2. That all net fishing for salmon e prohibited in Vancouver harbor nd the north arm of Burrard Inlet. his is due to the increasing fishing ffort in approach waters such as ohnstone Strait and the Straits of uan de Fuca.

3. That daily catch limits of salmon n sport fishing be revised to read "not nore than 5 grilse and 5 salmon to be aken in any one day" per person.

A daily catch limit of two salmon ıer person would also be established n Rivers Inlet for sport fishing. Restrictions are considered necessary to provide time for research to determine whether a sport fish catch of more than 1000 fish per season may be safely permitted. The present catch limit is three salmon per person per day with no seasonal limit. When an angler has secured the seasonal limit he would be required to surrender his license.

Sardine Canning Machines Are Sold to Iran

Universal Canning Machinery Co., Pacific Grove, Calif., of which Ray B. Bentley is owner, is sending a full fish canning line to a cannery at Bander Abbas, Iran.

Included are an exhaust box, packing table, two cutting machines, can maker, and oiler.

Sardines will be packed in quarter oil cans.

Sardine Research Committee Appointed

Five reappointments and three new appointments were made last month to the California Marine Research Committee by Gov. Goodwin J. Knight.

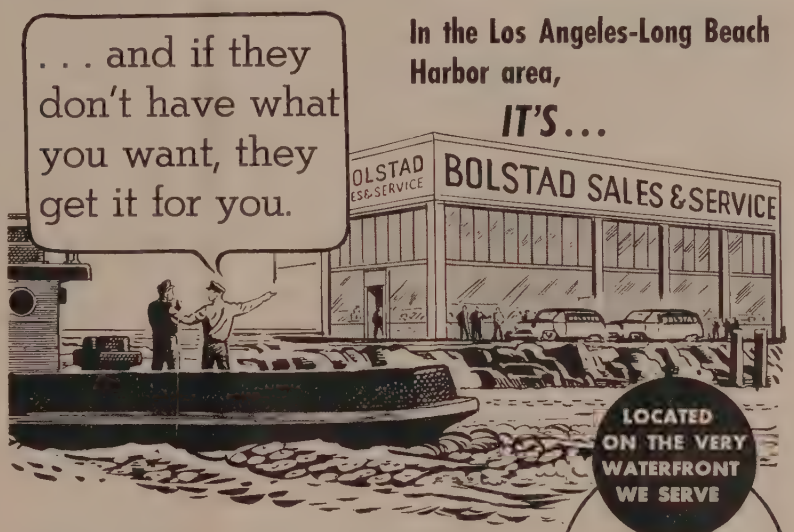
J. R. Bivan, president, Coast Fisheries Division, Quaker Oats Co., Wilmington; J. G. Burnette, vice-president, Winged Victory Fish Products Co., San Francisco, and chairman of the committee since 1948; Donald T. Saxby, manager, California Division, and in charge of fishery operations for the California Packing Corp., San Francisco; Gilbert C. Van Camp, Sr., president, Van Camp Sea Food Co., Terminal Island; and John V. Morris, counselor and stockholder, Star Kist Foods, Inc., Terminal Island, were the reappointments.

W. E. Stewart, director of natural resources department, State Chamber of Commerce, San Francisco; Arthur H. Mendonca, president, F. E. Booth Co., Inc., San Francisco; John Hawk, secretary-treasurer, Seafarers' International Union (AFL), San Francisco; and Raymond Cannon, research director, Ocean Fish Protective Association, Long Beach, were the new appointees.

Roger Hager Chosen Crown Zellerbach Director

Roger Hager, president of Canadian Fishing Co., Vancouver, B. C., has been elected a director of Crown Zellerbach Canada, Ltd.

Mr. Hager is a Canadian commissioner on the International North Pacific Fisheries Commission and vice chairman of the Fisheries Association of British Columbia. He is also a member of the Canadian Exporters Association and a director of the Fisheries Council of Canada.



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Japan's Thinking on Conservation

• Conservation of fishery resources, in the concept of use to the greatest degree consistent with sustained yield, has higher acceptance in Japan today than ever in the past.

Acceptance is *high*, rather than *deep*, however.

Happily, this new appreciation of conservation, on which the future prosperity of Pacific fishing must rest, is at the uppermost level of the Japanese industry.

Leading figures in the great fishery companies accept the wise-use doctrine readily, but acknowledge candidly that conservation has found few converts at the operating level. The men in the ships, even at command rank, are prone to measure achievement in the catch of today, with little thought of the food supply and the trade balance of tomorrow; with no thought at all for the seed of the streams. For whose streams are they?

Fortunately for the future, the concept of sustained yield conservation has found acceptance at the top. It is easier, and faster, for conviction to percolate downward through the industrial structure than to rise from below by absorption.

• These opinions, this finding of conservation-consciousness at the highest level of the Japanese fisheries, is one result—among the most significant—of *Pacific Fisherman's* recent editorial study in Japan. It is the thoughtful interpretation of a mass of expression, conversation, testimony, reaction and attitude, gathered over a period of weeks in contact with Japanese at all levels of the fishing industry, and carefully appraised upon return to the United States.

• Fishery leadership in Japan is highly intelligent, clearly capable of forward far-sightedness; and in this leadership the concept of conservation on an oceanic scale has won wide acceptance. Nevertheless in an industry, and in a society, even in one as well-disciplined as that of Japan, leaders today must *lead*—they do not *drive*.

Conviction is the child of comprehension, and time is required for a long-range view of conservation to win understanding and acceptance in the middle and lower levels of the Japanese fishing economy and social structure.

Today even intelligent industrial leadership, brilliant science, and enlightened government cannot run too far ahead of popular understanding; and an advanced concept of conservation comes slowly to a people under population pressure and economic stress.

Hope for the future of the fisheries of the Pacific lies largely in the sincere acceptance of conservation on a sustained yield basis and an oceanic scale by the biggest men and the best minds in the fishery industry, science and administration of Japan.

These men know that, fished destructively, the resources of the widest sea can be destroyed. They know that, wisely used, the fisheries can last forever.

From their eminence and understanding the conviction must spread to the many lower strata of Japanese industry and society if effective conservation is to come to the North Pacific.

3.75 Million-Case Trade Basis of Japanese Plan

• Japanese plans for creation of an agency to handle a joint international tuna sales promotion program in cooperation with American interests seemed close to completion as 1956 opened.

The proposal apparently is based on an assumption of Japanese participation in American tuna sales to the amount of 3,750,000 cases annually, of which 1,500,000 cases would be in the form of canned tuna and 2,250,000 cases tuna canned in the United States from frozen fish imported from Japan.

For months the Japan Export Frozen Aquatic Products Manufacturers' Association and the Japan Canned Tuna Manufacturers' Association has been meeting with the Japanese ministries of International Trade and Industries, Agriculture and Forestry (controlling fisheries), and Foreign Affairs.

There was reason to believe in December that the Japanese proposals for a program were in official hands and were ready for submission through diplomatic channels to United States government authorities.

At the end of December the only hitch seemed to be the amount of money which the Japanese government would disburse as its participation in the enterprise.

There was also some question as to the financial burden which the smaller producers of frozen tuna for export could be expected to assume, even when it was expected that half of their share would be borne by the Japanese government.

Unofficially, it is believed that the plan contemplates establishment of a Japanese-American Tuna Association, which would sponsor a program of market study, advertisement and sales promotion. The association would be represented by 16 committeemen, half from each country. Of the Japanese, four would represent the tuna canners and four the freezers of tuna for export.

A secretariat would be established, with two managers, one from each country. Japan's share of the cost of the undertaking would be $1,000,000.

In apportioning this amount the Japanese associations are said to have assumed an annual export to the United States of 1,500,000 cases of canned tuna, which would contribute 26.66c per case—$400,000; and 50,000 tons of frozen tuna, contributing $12 per ton—$600,000.

In this connection it was figured that the 50,000 tons of frozen tuna would produce 2,250,000 cases when canned in the United States.

Frozen Tuna Export Inspection Office Opened

Tsnune Soeda of the Japan Export Frozen Marine Products Inspection Corporation, the agency charged with quality control of exports of frozen tuna from Japan, arrived in the United States just before the end of the year and opened an office in Long Beach where he will be resident for a period of six months or more.

Principal function will be participation in California inspection of frozen tuna upon arrival, but Mr. Soeda's assignment also includes mediation, market development studies and promotional duties.

The Japan Canned Food Exporters Association in February will dispatch Chiaki Yoshino to New York on a somewhat similar mission.

outh Calif. Fisheries roup Making Gains

Five new members of the Southern alifornia Fisheries Association were nnounced at the December meeting f the wholesale fish operators and okers of the Los Angeles area.

In attendance were new member ouis Vitale, head of Los Angeles moking & Curing Co., and his son-n-law, associated in the LASCCO nterprise, Mike McGee; Louis Beveno, manager of the San Kenteen Cororation, frozen lobster and shrimp. am DeLuca of the State Fish Co., nother new member, was unable to e present.

Other new members include Union ce and Cold Storage Company and os Angeles Cold Storage Co.

Ed Amende, program chairman, resented Frank Tsuchiya of the Pacific California Fish Co., who gave a alk on the kinds of fish used by the apanese people during the holidays nd their symbolism. At the end of he meeting a color movie of the trawlng and processing of King Crab in he Bering Sea was shown by Mr. Amende.

The "fish of the month" for January was announced: fillet of sea bass and fillet of cod.

Mr. Beverino gave a brief description of his merchandising of frozen lobster from the coastal waters of Mexico; Mr. Vitale spoke of the role of ludefisk, which he supplies in large quantities, in the holiday season; and Bob Sloan, R. S. Sloan Company, brokers, told the group of his promotional material on oysters.

Washington Laboratories Leaves Liver Oil Field

Withdrawal of Washington Laboratories, Inc., from the fish liver oil field, in which it had been a leading American factor for many years, was announced at the end of 1955 by George Burchard Jr., president.

A combination of Japanese competition and the development of vitamin A synthesis led to the decision to withdraw from the field of vitamin oils. Mr. Burchard emphasized that Washington Laboratories will remain active in marketing "Fran-Chem", its bacteria and mold inhibitor, and other products under development.

Herring Plant Burns

Fire destroyed the Otter Bay saltery owned by B. C. Packers recently with a loss of $50,000. Company officials said the plant, which salts herring for export, was not in operation at the time, and the cause of the blaze is unknown.

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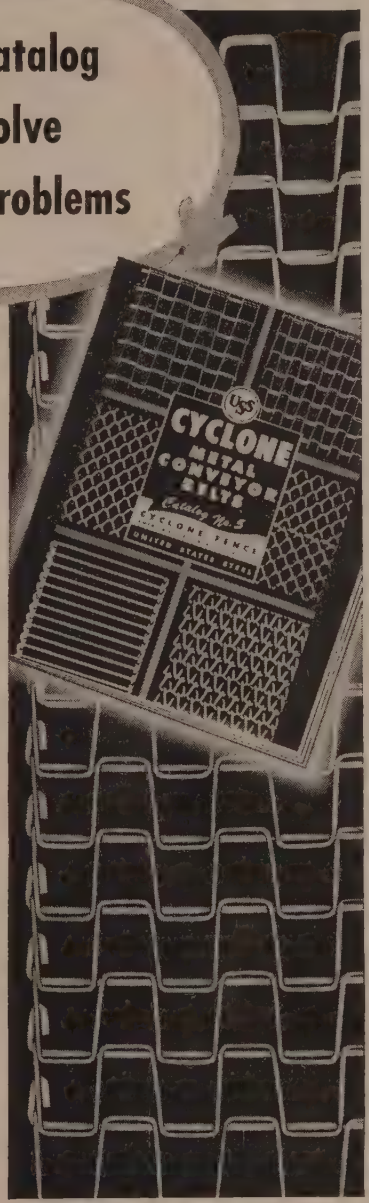

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UNITED STATES STEEL

Monterey Processors' Association Is Revived

The Monterey Fish Processors' Association, organization of fish plant operators, has been revived and elected Thomas R. Noice, California Packing Corp., president.

The association closed its Cannery Row office four years ago when sardine catches dwindled. Formerly it had 14 members; today there are five.

The new president replaces Sebastian "Buster" Sollecito, Enterprise Packers, who held office for two years. Other officers elected were: J. R. "Buck" Perry, Carmel Canning Co., vice-president; George Leutzinger, Peninsula Packing Co., secretary-treasurer; and George Clemens, consultant. Mr. Clemens for many years was manager of the association. Board members include Messrs. Noice, Perry, Leutzinger and Sollecito; D. T. Saxby, California Packing Corp., and Frank Raiter, San Xavier Fish Packing Co.

New FAWS Offices For Products Promotion

To effectuate the Saltonstall-Kennedy Act's aim of promoting "the free flow of domestically produced fishery products in commerce", the Fish & Wildlife Service has established four new market development offices—at Seattle, San Pedro, New Orleans and College Park, Md.—each headed by a fishery marketing specialist.

The Seattle office, headed by Roy Stevens, covers Washington, Oregon and Idaho; that at San Pedro, with S. Ross Hatton in charge, covers California, Nevada, Utah and Arizona. The new offices will seek to develop markets through close contact with school-lunch programs; locker-plant operators; private and public institutions; restaurants and hotels; food editors, and the like.

Canada Abandons Effort To Transplant Lobsters

The Canadian government has abandoned an attempt to create a lobster industry on the Pacific Coast. A number of efforts have been made, at various times, to transplant Atlantic lobsters to Pacific Coast waters, without success. Main reason for the failure is said to be that the larval lobsters, rising to the surface, became too widely scattered by the time they reached maturity.

Bob Walker Coast Man On Research Executive

The Fisheries Research Board of Canada has appointed a six-man executive committee to work with the chairman, Dr. J. L. Kask, in formulating this year's operating program.

R. E. Walker, vice president of B.C. Packers, Vancouver, is the only Pacific coast representative on the committee, which is composed principally of university professors in eastern Canada.

The western advisory committee headed by Mr. Walker, includes Dr. W. A. Clemens, director of the Institute of Fisheries, University of British Columbia; I. M. Fraser, dean of the faculty of engineering, University of Saskatchewan; K. F. Harding, general manager, Prince Rupert Fishermen's Co-operative Association; Dr. A. L. Pritchard, director of the conservation and development service, Department of Fisheries, Ottawa.

Dr. Kask, full-time chairman of the board, has been chosen to act as representative on the joint committee on oceanography, with O. C. Young, assistant chairman, also of Ottawa, as alternate.

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FOOD FISH MARKETING

Section of PACIFIC FISHERMAN--

News and Views of National Trade in Fish and Shellfish

February, 1956

Long-Run Effect of Salmon Prices Causing Concern

Movement of canned salmon from the Pacific Coast continued light through the early-January inventory period: the normal dullness at this time of year being intensified by lack of available supplies. As usual after the turn of the year, some odd scattered lots in various lines have come to light; but they are of small consequence and, aside from them, there is virtually nothing on the market except Pink halves, and not many of them of domestic origin.

Although current demand is of no real volume, sellers having anything of most varieties to offer report no difficulty in moving it, usually with no objection to the prices asked; while inquiries for the many items not available, though individually small, continue numerous and urgent.

While prices in general are quite firm, with a continued upward tendency in some lines and apparent acquiescence of buyers, apprehension is expressed in some primary-market quarters that the long-term result will be detrimental: that even the more popular varieties of salmon are getting into the luxury class, out of line with competing foods; that retail outlets are losing the incentive to push its sale, while packing costs are in danger of becoming frozen at a high level so that, if or when normal production is again attained, readjustment of prices will be well-nigh impossible. When supplies fall so far below demand, however, such a situation appears inevitable in the final clean-up of the pack.

Pink halves—the only item offered in any quantity—have found no really active demand since mid-December, though they are going out at what is considered a satisfactory rate for so early in the year. The principal offerings are of Japanese goods, though very limited quantities of the domestic pack are still on the market: the latter being generally held at $12.50, against $12.00 for the Japanese.

Distributors of Japanese Pinks believe the supply available from that source will be found considerably less than was supposed earlier. It is not possible, as yet, to tell what the impact of these importations will be on the domestic market. In some areas, at least—as might be expected—some difficulty has been encountered in substituting halves for the more popular talls; though there has evidently been a substantial increase in the overall sale of halves.

The supply of Pink talls has been further reduced: one large concern recently allocated what it had left at $23.00, and the only complaint was that the allocations were not large enough. Very few are now available. Chum talls also are almost off the market; a few being held at $22.00, with nothing available under $21.00. Chum halves are very scarce, with few to be had below $12.00. Some small shipments of this item from Japan are expected before long, but no important supply can be had from that source.

What few Puget Sound Sockeyes are left are generally held at $21.00 for halves. Alaska Red talls seem to be entirely sold out, and Coho talls are hard to get, though there are still a few halves of both species. Alaska Chinooks (including Copper River halves) are all gone.

SEATTLE SALMON PRICES

Primary-market prices, quoted in Seattle at presstime for cases of 48 cans, f.o.b. North Pacific terminals. Some items under advertised brands are priced somewhat higher. With very limited offerings, quotations on most items are little more than nominal.

Pucket Sound Sockeye, halves	$20.00-21.00
Alaska Red or Sockeye, talls	33.00
Alaska Red or Sockeye, halves	20.00
Pink, talls	23.00
Pink, halves	12.00-12.50
Chum, talls	21.00-22.00
Chum, halves	11.50-12.00
Coho, talls	28.00-29.00
Coho, halves	15.50-16.00
Coho, quarters	9.50
Chinook, Col. R. fcy., halves	21.00-22.00
Chinook, Col. R. choice, halves	16.50-17.50

Canned Salmon Cutting At Seattle March 13

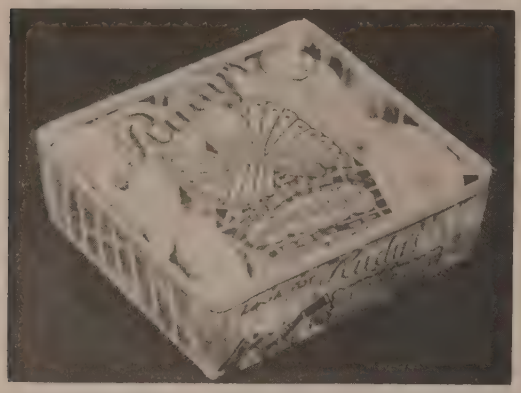
The 18th annual Canned Salmon Cutting will be held at the Olympic Hotel, Seattle, March 13 under the auspices of the Northwest Branch of the National Canners Association.

About 170 judges will be needed to handle the examination expeditiously and Dr. G. Ivor Jones of the Northwest Branch has broadcast a call for operators to submit names of staff members qualified and in position to serve.

California Canned Tuna Pack — November, 1955

White Meat	Solid Pack	Standard Pack	Chunks	Grated, Flakes	Dark & Light	Tonno	*Misc.	Total
1 lb.	477	334	670	...	...	...	...	1,481
½ lb.	104,917	3,413	27,198	28,630	942	...	...	165,100
¼ lb.	10,203	895	...	...	...	...	...	11,098
½ lb.	...	...	...	...	...	...	1,378	1,378
TOTAL in ½ lbs.	...	...	...	...	...	...	...	**174,990**
Light Meat								
4 lb. 12s	808	...	1,577	...	...	...	...	2,385
1 lb.	387	268	1,555	...	...	...	...	2,210
½ lb.	112,475	7,005	413,160	81,242	1,715	18,035	...	633,632
¼ lb.	9,467	396	28,030	...	...	†13,497	...	51,110
½ lb.	...	...	...	...	...	...	13,217	13,217
TOTAL in ½ lbs.	...	...	...	...	...	...	...	**688,483**
Bonito								
½ lb.	...	24	...	569	...	...	...	593
Yellowtail								
½ lb.	...	...	...	86	...	...	...	86
TOTALS	**238,734**	**12,335**	**472,190**	**110,527**	**2,657**	**31,532**	**14,595**	**‡864,152**

*Tuna Specialty Packs Converted to ½ lbs.
†¼ lb. 100s.
‡Total Case Pack Converted to ½ lbs.



"Quixee" plastic basket is one of the newest wrinkles in frozen seafood packaging—but there's nary a wrinkle in the tight plastic cover which keeps these butterflyed shrimp fresh, clean and enticing

California Breaders Study Possible Shrimp Standards

● A second meeting concerned with voluntary standards for shrimp breading was held in Los Angeles recently under auspices of the National Fisheries Institute.

The discussions delved into every phase and every problem of seafood breading. Use of grading machines to secure uniform size of shrimp per package was a topic of interest.

Whether or not a label should state the amount of breading was one matter for discussion. There seemed to be agreement that three categories could be applied in drawing up the voluntary grading of shrimp based on the amount of breading: light, perhaps falling into the 32-35% group; medium, 34 to 40; heavy, 45-50..

It was pointed out that if testing of the amount of breading by the wash-off method was conducted at the retail level, there should be tolerance allowed because batter-breading absorbs some juice from the shrimp after breading; and the longer the time lapse from plant to consumer the greater the absorption.

There was further discussion as to whether the testing for conformity to the voluntary standards should be in a laboratory or on an in-plant basis. The laboratory method seemed to be preferred, and it was suggested that the Fish and Wildlife Service laboratory facilities in Seattle be used for testing work on the West Coast.

In reviewing the descriptive material which might be incorporated in the labeling of a package of breaded shrimp, the matter of size of shrimp was discussed: whether the size for count of the shrimp contained in the package should be stated. Opinion tended to favor package count.

Difference in labeling for institutional pack breaded shrimp and consumer package was also discussed. There was some agreement that in the description of the size of shrimp per pack these words might be used: "colossal," "jumbo," "extra large," "large" and "medium."

During the meeting it became apparent there was considerable difference of opinion in the industry as to the meaning of the terms "fantail" and "butterfly"—with or without the tail piece. There was agreement, however, that the use of the word "fantail" on a package had a definite merchandising attraction.

Within the near future it is expected that, following the conclusions of the second meetings on breaded shrimp standards, there will be reached a set of standards to which members of the NFI can conform on a voluntary basis.

Berelson Import House Expands Fish Line

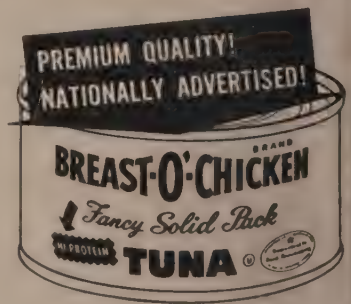
Berelson, Inc., 244 California st., San Francisco, importers, has expanded its activities in fresh and frozen sea food distribution in northern California.

The department is headed by W. R. "Dick" Bentley, assisted by William Markey, well known in Pacific Coast fish distribution circles. Among the items now handled by the company are: halibut, salmon, crabs, crab meat, frozen fillets, imported scallops, lobster tails, lobsters, frog legs, trout, clam meat and swordfish.

The company wants to round out its line of sea food items further and would be interested in hearing from producers.

* * *

J. R. Townsend, San Francisco fisheries consultant, is back from a three weeks' trip surveying menhadden plants from Texas to New Jersey. The trip was made with Ray Matson, Jr., Wilbur-Ellis Co., New York.



BREAST-O'-CHICKEN TUNA, INC.
28th Street and Harbor Dr. San Diego, Ca.

Grilled Halibut Steak Frozen Dinner Offered

A Los Angeles frozen food corporation is now selling a grilled halibut steak dinner, using frozen halibut from the Northwest and Canada.

The company, Fradelis Frozen Food Corporation, also sells another frozen seafood convenience food, packed in an aluminum tray, fried shrimp. The halibut is packed with potatoes au-gratin, buttered mixed vegetables; the shrimp with french fries and buttered green peas and shrimp sauce. Fish King Processors of Los Angeles breads and fries the shrimp for Fradelis. The halibut is prepared in the Fradelis plant.

Tarantino Heads New Restaurant Project

Joseph C. Tarantino, managing partner, Bell Smoked Fish Co., San Francisco, and Thomas Gray, secretary-manager of San Francisco's Downtown Association, will open next spring a $200,000 restaurant — the Francescan, at Pier 43½ overlooking the Bay at Fishermen's Wharf.

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Crab in a Bag—Brine-frozen whole cooked Dungeness crab packaged in a heat-sealed polyethylene bag for the consumer trade.

Brine Frozen and Bagged Pacific Crab Marketed

Brine-frozen Pacific Dungeness crab, cooked and ready to serve upon defrosting, is being offered in American markets this month for the first time by Ivar Wendt, Seattle food broker, selling under the widely-known *Pacific Pearl* brand.

Mr. Wendt believes that the new packing and packaging will broaden greatly the market potential for Pacific crab through the consumer frozen food cabinets of thousands of modern markets. It's that trade for which he's shooting—the consumer buyer from the up-to-date "super".

Product — A prime ocean crab, cooked and then brine-frozen, offered to the consumer in a transparent, impermeable bag which makes the most of the fine form and color of the Dungeness crab.

Process — Live ocean crabs are cooked in plain water. Then the legs are folded compactly and secured by rubber bands. Trussed in this manner, the crabs are placed in racks and lowered into 95% circulating salt brine at a temperature approximately 0 F. In 20 minutes the crabs are thoroughly frozen, when they are removed from the brine and rinsed of excess salt in fresh water which freezes to form a glaze. The crabs are then packaged in heavy polyethylene bags and heat sealed.

Package—The *Pacific Pearl* brine frozen crabs are offered in bags of clear polyethylene printed in three colors and heat sealed. The package thus protects the crab against dehydration and mechanical damage during distribution; and at the same time permits selling the crab in cabinets with no risk of imparting flavors to other products.

Pacific crab are much larger and more striking in appearance than varieties commercially available elsewhere in the country, but limitations as to packing shelf-life and distribution generally have limited use of the Dungeness variety in the shell to Pacific regional sales, with wider markets restricted to sales of canned crab or frozen crabmeat in institutional cans.

QUALITY
right
down
the
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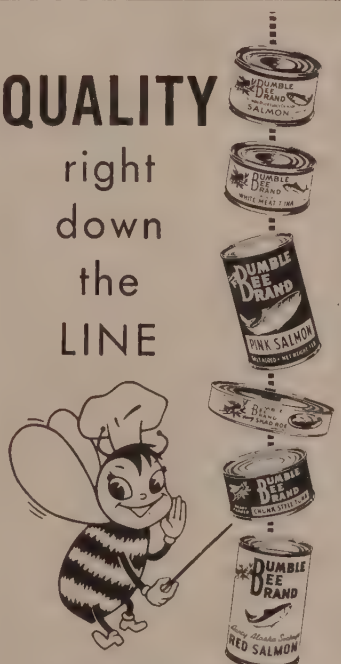

Bumble Bee
Seafoods
COLUMBIA RIVER PACKERS ASSN., Inc.
Astoria, Oregon

Aggressive Campaign Plugs Sales of Pacific Lobsters

● San Kenteen Corporation, Beverly Hills, has begun an outstanding merchandising campaign, on the wholesale restaurant level, on lobsters from Baja California. The company, whose general manager is Louis G. Beverino (president, George Fuller), is promoting the pre-cooked, fresh frozen lobsters in color ads in restaurant magazines, etc., and supplying color menu tip-ons, envelope stuffers and table tents to patrons.

The company receives its lobster through Roberto Cordova, its agent in Ensenada, who operates a freezing plant there, with lobster delivered from the various "cooperativas" camps of Baja California. San Kenteen Corporation has an exclusive contract, on a five-year period, with the Banco Nacional de Fomento Cooperative, Mexico City, and also represents this Mexican cooperative on imports of shrimp.

The Ensenada plant is capable of handling 100,000 pounds a day. Here the lobsters are cooked, cooled and graded as to size, each lobster weighed separately and wrapped individually in "poly-paper", supplied by Western Wax. This special paper adapts itself well to the special packing problem of wrapping lobster. The San Kenteen label is printed in red, blue and black on the paper.

Lobster is weight-graded in sizes from 1 pound to 4 pounds, scaled in quarter-pound units. In Ensenada they are packed in 35-pound cartons, and then frozen. The Baja California unit also packs "Splits", frozen in 35-lb. cartons. And there too lobster meat in five-pound cellophane wraps are prepared for shipment, as are tails in 10 pound wrapped units, four packages to a case.

San Kanteen lobsters are distributed on the Pacific Coast through Ivar Wendt, Seattle; Marine Specialty Products Co., Portland; Fortune Fisheries, San Francisco; Amende & Schultz and Koulouris & Casaretto, Los Angeles; J. J. Camillo, San Diego. Fish King Processors, Los Angeles, is working with the San Kenteen firm in packing "splits" for retail level selling.

Harrison Firm Handles "Bumble Bee" in N. Y.

Effective January 3, John Harrison & Company, Inc., assumed the New York Metropolitan Area representation of Columbia River Packers Association, Inc., Dennis Chicken Products Co., Inc., and Ameln Brothers, Inc.

Continuing with the firm will be: E. W. Harrison, Chairman of the Board, Jack Kennedy, Secretary-Treasurer, and Gus Volence, George Meeker, Hugh Gillson, Dave Breakstone, and Charles Beeber.

The Harrison firm succeeds Wm. H. Stanley, Inc., which has represented the *Bumble Bee* Brand of the Columbia River Packers Association in Greater New York for many years.

Saury Canning Quota For 1956 Is Reduced

Reduction of the target quota of canned saury to 500,000 cases (48 one-lb. cans) was decided upon recently by the Japanese Export Canned Sardine Manufacturers Association. This is a decrease from the 1955 quota, which was originally set at 600,000 cases, and then raised to 650,000 when the fish proved surprisingly abundant.

The Japanese saury pack closely resembles pilchard sardines canned in tomato sauce in 1-lb. ovals, although the fish are somewhat different in shape. They characteristically retain their silvery sheen much better than the pilchards, and generally are considered superior in appearance. The flavor is somewhat different, but is not regarded as inferior on that account.

C.R.P.A. Pack Tops Million-Case Mark

Production and sales of the Columbia River Packers Association, Inc., in 1955 topped 1,000,000 cases of canned and frozen seafoods, according to an announcement by T. F. Sandoz, president, at the directors' meeting in December.

Profitable operations for the year were reflected in a dividend of $1 per share. All directors and principal officers were re-elected; and a number of promotions announced.

The company's Alaska and Columbia River production showed some gain in 1955, that on the river being the largest in a number of years.

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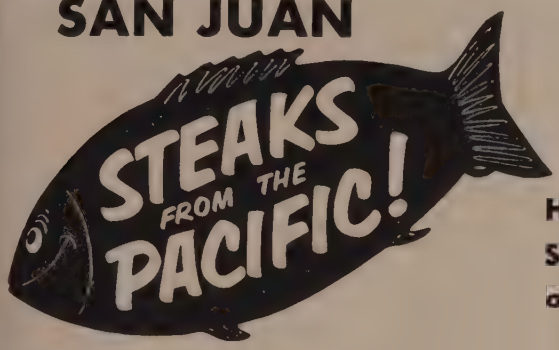
SAN JUAN



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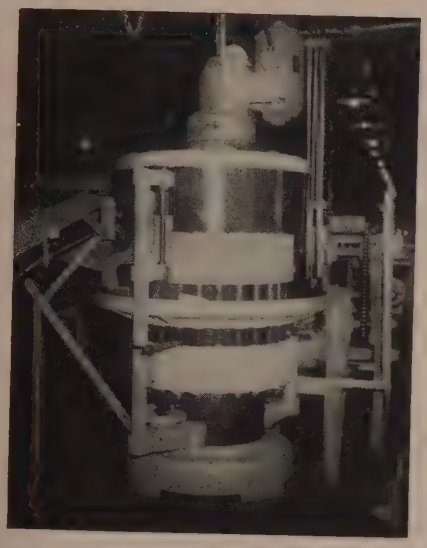
STIX

fresh frozen — breaded — ready to cook

SAN JUAN

SAN JUAN FISHING & PACKING CO
FOOT OF STACY STREET — SEATTLE

The PAK-FORMER



Leading tuna canners are now using the PAK-FORMER for their Chunk and Grated Style Packs. A variable speed drive permits filling speed adjustments of between 140 and 250 cans per minute. Available to the industry under similar terms as our PAK-SHAPER.

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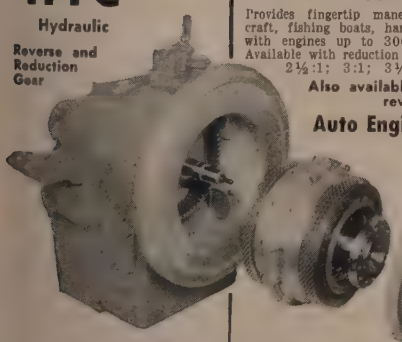
Hydraulic
Reverse and Reduction Gear



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TUBBS EXTRA SUPERIOR MANILA CORDAGE COMPANY

TUBBS CORDAGE COMPANY

SAN FRANCISCO • SEATTLE • Portland • Los Angeles
New Orleans • Houston • Chicago • New York

"Rupert Brand" Fish Get New Home in Chicago

British Columbia Packers, Ltd., "Rupert Brand" products will have a new, modern, model $300,000 home in Chicago with completion of the plant under construction there for Robbins, Inc., the company's midwestern distributor.

The new establishment will be outstanding among Chicago plants of the kind. According to R. F. Dietrich, vice president and general manager of Robbins, Inc., the building will be of one-story concrete, brick and steel construction, with partial second floor and basement. The first floor will comprise an approximate 650,000-pound capacity cold storage plant and work-out room area, shipping floor and five loading docks set back 40' from the street to accommodate the largest of fresh and frozen fish trailer trucks; the second floor will house the completely air-conditioned general offices of the company; and the basement will contain refrigeration machinery, heating equipment, employees' facilities and general storage areas. The plant is Robbins' answer to the challenge of the ever increasing frozen food industry, and that the building is planned in a manner to efficiently distribute not only fresh and frozen bulk fish but also their complete line of 1-lb retail units of "Rupert Brand" fish fillets and steaks. The one-floor operation is specially designed to incorporate labor saving methods in the packing and shipping of fresh and frozen fish, not only to the local trade but also to their many sub-distribution points in the midwestern United States.

Crab Fishing Excellent On North Pacific Coast

Crabs were reported generally abundant along the Oregon and Washington coasts in January, although operations in Oregon waters were sharply limited by refusal of many fishermen to operate for the 11c price offered by the buyers there.

In Washington ports buyers at presstime were paying 12c, ocean runs and were getting lots of crabs—so many in fact that some of the principal buyers indicated it would be necessary to drop the price in order to mark the volume offered.

When the season opened in December, with the holiday demand strong and weather hindering fishing, 14c was paid for a time. Then Oregon buyers dropped their figure to 11c and the fishermen quit fishing when and where their compromise selling price of 12c was not met.

.R.P.A. Promotions—Beside re-election of principal officers of the Columbia River Packers Asso- ation, Inc., recently, J. W. Coombs, chairman of the board, and T. F. Sandoz, president, announced everal promotions. These men were advanced.
ower row, from the left—Floyd L. Wright became vice president and treasurer; A. V. Cellars was ade assistant secretary; and Fred S. Sandoz advanced to vice president in charge of sales.
Upper row — J. M. Gizdavich, on the left, and John S. McGowan, center, became assistant vice residents; and H. W. Larson, right, advanced to sales manager.

Fortune Fisheries Move San Francisco Headquarters

Fortune Fisheries, well known San Francisco sea food brokers, are now occupying new offices in the National Ice & Cold Storage building, 1051 Battery st., San Francisco.

"In our new location we shall be able to supervise the quality of our frozen sea foods and give our customers faster, more efficient, and personal service," said Jack Williamson and Bob Cole, owners of the business. "Also come in and enjoy our free coffee every morning!" The telephone numbers are the same as at the old location—GArfield 1-1407 -8 -9, as is the TWX SF 191.

Among the lines handled by the firm are Chauvin brand cooked and peeled shrimp, San Kenteen lobsters, lobster meat, prawns; Fortune Brand prawns; Elmore's Queen of the Sea Morro Bay abalone; Coast oysters; San Juan Brand sea foods (institutional, bulk and consumer sizes); Japanese scallops, frog legs, swordfish, trout, clams and scallops; canned sardines, mackerel, squid, abalone, crab, salmon, oysters, tuna and other merchandise.

L. T. Hopkinson Watches "Nordic" Fillet Canning

Lawrence T. Hopkinson, director, Atlantic Coast Fisheries Co., Boston, is in Monterey for the sardine season. He is making his headquarters at Ferrante Packing Co., operated by Sal Ferrante. The Ferrante Packing Co. is owned by Atlantic Coast Fisheries.

The fillet lines in the plant have been reconditioned, the fillet machines have been rebuilt, and all equipment put in first class condition.

Nordic brand fillets, packed 8-oz. oblong, natural, are being produced, as well as 15-oz. ovals in tomato sauce, 15-oz. tall, and 15-oz. tall mackerel.

W. L. Scofield Retires From Fishery Duties

W. L. Scofield, who has served with California Fish and Game's marine fisheries since April, 1919, retired as of January 1.

For sometime he worked on the salmon investigations at Monterey, later transferred to sardine studies. In March, 1925, he was appointed director of the California State Fisheries Laboratory and transferred to Terminal Island. In January, 1942, he became public relations coordinator and liaison representative between the Marine Fisheries Branch and other branches.

Japanese Salmon Cuttings

Just before the end of the year the Japan Canners Association sponsored a canned salmon cutting devoted to examination of domestic-pack goods purchased in stores. Inspection was carried out by specialists from the Yokohama and Otaru inspection stations maintained by the association with government recognition.

The goods generally were rated good, nearly 50% receiving the top grade.

Next fall it is expected that a general cutting of Japanese salmon and crab packs for export as well as domestic trade will be held, resuming the series held for many years before the war.

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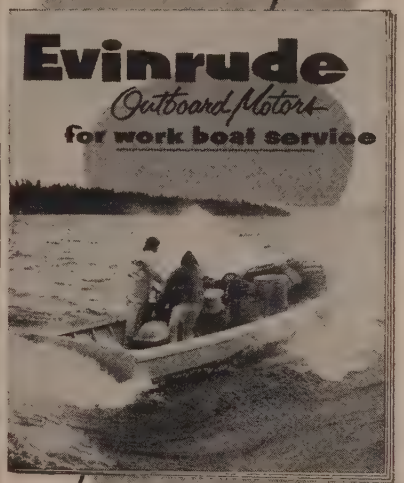

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How to Maintain Quality Of Alaska Frozen Shrimp

By C. J. CARLSON* and J. A. DASSOW†

● In the past, precooked Alaska shrimp meats were sealed in 1- or 5-lb. cans and held in crushed ice for marketing. After being picked, the shrimp were either dipped or given a second cook in a strong brine to improve keeping quality at 32° F., and to bring out desired flavor and texture. When prepared and stored in this way, their quality was maintained for only a few weeks at most.

To market shrimp over a longer period, producers began to freeze more of the pack, storing it at approximately 10° F. Unfortunately, by the time the frozen shimp were a few months old, the meats were likely to develop a very tough texture with a corresponding loss of delicate shrimp flavor.

To determine how changes could be made whereby texture could be improved and storage life increased, the Fishery Products Laboratory at Ketchikan, with the cooperation of commercial shrimp processors in southeastern Alaska, prepared and examined several experimental packs of frozen pink shrimp meats.

The experimental work indicated that adverse texture and flavor changes were affected greatly by the methods of preparation used prior to freezing the shrimp. The initial cook of the raw whole shrimp for 3 or 4 minutes in boiling fresh water, as practiced by the industry, was found to be the most satisfactory. Shrimp cooked for less time than this were difficult to pick because of the tendency of the meat to stick to the shell; shrimp cooked for a longer time did not become easier to pick.

The second, or brine, cook was found to be the step in which significant changes are made in texture and flavor. Experimental brine cooks were made in which pink shrimp were cooked in a 38° salometer brine (10% salt) for intervals from 1 to 4 minutes, and in a 19° salometer brine (5% salt) for 1 minute. Meats cooked in the 38° brine developed an undesirable tough texture and an excessively salty flavor in direct relation to the cooking time. Meats cooked for 1 minute in the 19° brine were acceptable on the basis of both texture and salt flavor.

The quality of frozen shrimp meats was also affected by the method of packaging and by the temperature at which the packaged meats were stored. In order that these variables could be tested, brine-cooked shrimp meats were packed in sealed containers in the following ways:

1. Packed dry and sealed without vacuum.
2. Packed dry and sealed under high vacuum (18" to 20").
3. Packed wet by flooding the meats with 2% brine (by weight).

The dry packs were divided into two groups—one being stored at 0° F.; the other at 10° F. The wet pack was stored at 0° F. Samples were removed for examination at intervals during a 31-week storage period.

As toughening is closely associated with off-flavors and color changes, the quality was judged largely by a determination of the comparative texture, flavor, and color of the samples.

Both vacuum and flooded packs were superior in keeping quality to the packs without vacuum, the former packs having a storage life 2 to 3 months longer than the latter. Packs stored at 0° F. were superior in keeping quality to packs stored at 10° F. the former packs having a storage life at least 1 month longer than the latter.

Observations on weight loss of cooked shrimp meats indicated that weight of meats decreased as the time of brine cooking was increased. Thus the loss in weight of pink-shrimp meats cooked in 38° salometer brine increased from 17% to 22% when cooking time was increased from 1 to 4 minutes.

The final conclusion was that each step in processing, packaging, freezing, and storing were carefully controlled, the appealing color, the tender crisp texture, and the delicate flavor of Alaskan pink shrimp would be retained by the frozen product for at least nine months.

*Chemist, Fishery Products Laboratory, Branch of Commercial Fisheries, U. S. Fish and Wildlife Service, Ketchikan, Alaska.

†Fishery Products Technologist, Fishery Technological Laboratory, Branch of Commercial Fisheries, U. S. Fish and Wildlife Service, Seattle; formerly, Chief, Fishery Products Laboratory, Ketchikan, Alaska.

›ize and Power Stand-Out n Canfisco's New Packer

A big new fish packer—one of the rgest to be built for this specific ırpose in British Columbia—will ›on be on the ways at Sterling Shipırds, Vancouver, for the Canadian ishing Co., and it is expected to be ady for quick transportation of esh fish by early next Spring.

Without a name so far, the all-ood packer will be 88′ overall, with beam of 21′ and 7′ 6″ draft. Power ill be a 360-hp. Caterpillar diesel, ith 4:1 reduction gear.

Ole Ulstein, superintendent of terling Shipyards—his father, Hans Ulstein, is manager of the yard—deigned the vessel, which underscores he fact that Sterling is one of the ew yards in British Columbia which lesigns as well as builds fishing craft.

Canadian Fishing Co. needed a elatively fast and well equipped vesel primarily for the purpose of movng iced fresh fish to the shore plants, and the ship now being built is expected to have a speed of 11 knots when light.

The vessel is of all wood construction with sawn frames. The planking is of 2½″ Douglas fir, with frames and all internal structural members of yellow cedar. There will be three steel bulkheads. Carrying capacity will be 110 tons of herring in the single hold. Use of aluminum in construction of the pen-boards is being considered.

The superstructure will be of plywood construction overlaid with glass fiber cloth and plastic. Stack and launching davit will be of aluminum.

All the winches, to be supplied by Swann machine works in Vancouver, are hydraulic—the towing winch at the stern, the anchor winch and twin cargo winches. Radar equipment will be installed.

Accommodation for a crew of five is being built into the vessel on the main deck, and the occasional passenger will have room in the forecastle. Living quarters are to be on a somewhat luxurious scale for this type of craft, with showers, hot and cold pressurized water, separate showers and toilet.

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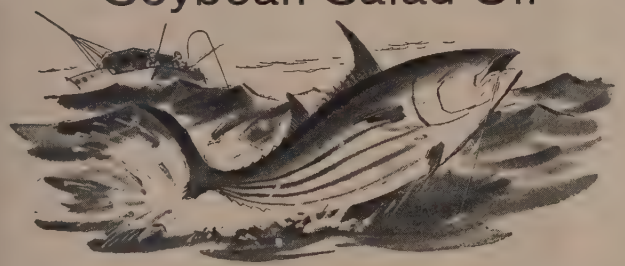

If you'll *taste—smell*—and *try* Archer "S" Soybean Salad Oil, you'll see why so many tuna processors are using it.

These processors know that Archer "S" *keeps* the delicate tuna flavor. Helps build customer demand for their products—fast! That's because Archer "S" is refined and deodorized by a continuous ribbon process . . . cannot vary in quality. Every time you order Archer "S" Soybean Salad Oil, you get the *same* clarity of color . . . the *same* purity and blandness.

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Dooms Sales Firm Adds Allen Crab Line

Wm. O. Dooms Co., Oakland, Cal., seafood brokers, are now distributors for the Allen Sales Co., Seattle, line of frozen and fresh king crab. The crabs come whole cooked, and also in sections. The item is for institutional use.

Another new item with the Dooms company is fresh sturgeon from Roy Strittmatter, Aberdeen, Wash. It is packaged in 12-lb. chunks. The Dooms firm will also have a stock of frozen sturgeon for the off-season.

The William O. Dooms Co., with headquarters at 3105 Grove St., just celebrated its second anniversary. It was founded by Bill Dooms and Pat Heagerty. They are still at the same location but their office is four times as large as it used to be.

The company recently incorporated, with Bill as president, Pat as vice-president, and Charlie Kearney as secretary-treasurer.

Sam Jones, formerly with the New York office of San Juan Fishing & Packing Co., and lately with Norfish Sales Co., Oakland, has been added to the sales staff of the firm.

Among the principal accounts handled, in addition to those mentioned above are: Gorton - Pew Fisheries, Gloucester, Mass.; New England Fish Co., Seattle; Nelson Crab & Oyster Co., Tokeland, Wash.; Palix Oyster Co., South Bend, Wash.; Hunter & Foland, Eureka, Calif.; Seaport Fish Co., Harbor Seafoods, Main Fish Co., all of Seattle.

Gorton-Pew Fisheries have just contracted for 13 weeks on San Francisco's Radio Station KNBC, one of northern California's most powerful stations, advertising fish sticks on the popular Doug Pledger show.

Mr. Dooms states that Gorton's was awarded Parents Magazine seal of approval, which is said to be the first time this award has ever been made to a frozen fish producer.

Luthi Chunk Filler Works at 250 Pace

Al Luthi, inventor of the cube cutter tuna chunk filler, reports that his machine is working satisfactorily at the plant of the Hawaiian Tuna Packers, producing about 250 cans per minute. Mr. Luthi has long been associated in the design and manufacture of cannery machines. The manufacturing plant is located in Gardena, near Los Angeles.

High Gloss Glamor—Representative items of Booth Fisheries Corporation's packaged frozen fish line in their gleaming Tyton "Glamakote" overwrappings manufactured by Marathon Corporation.

Huge Increase Forecast In B. C. Fish Production

An increase in British Columbia's fish production, which at first glance may seem almost fantastic, is forecast by two well-known executives of the industry—E. L. Harrison, a vice-president of British Columbia Packers, Ltd., and Don Miller, assistant to the president of The Canadian Fishing Co., Ltd. — following a survey sponsored by the Fisheries Association of British Columbia.

Barring unforeseen changes such as hydroelectric developments on important spawning rivers, they regard an average salmon pack of some 3,000,000 cases a year—almost double the present average—as a reasonable expectation for 25 years from now.

Pacific halibut production, under a continuation of the present long-term conservation program, they expect to reach 80,000,000 lbs. (Canada and U. S. combined) by 1980, compared with 70,795,000 lbs. in 1954 and about 60,000,000 this year.

With similar reservations, British Columbia's annual herring harvest is expected to climb to 240,000 tons, against the average of 170,000 to 180,000 tons in the last few years.

These anticipations would be contingent, of course, upon economic trends as well as on fisheries management.

The survey was made as a basis for the British Columbia fishery industry's brief for submission to a Royal Commission on Canada's economic progress, recently appointed by the Dominion government. The purpose is to formulate a long-term national economic policy for Canada.

The accuracy of such estimates will, of course, be affected by a number of uncertain factors, such as dam construction in the rivers (now a subject of lively controversy) and possible exploitation of an offshore fishery; and from the economic standpoint much will depend on the growth of the domestic market in Canada, since it is there that the British Columbia fishing industry will probably have to look for sales expansion in the years to come.

Congrats, Gil Taylor

Gilbert Taylor, officer in Norfish Sales Co., Oakland sea food distributors, was receiving the congratulations of his host of friends in the fish business on the arrival of the Taylors' first child—a son.

The newcomer has been named Randy Gilbert Taylor

New Paterson Parchment Plant Opens Friday, 13th

There were no superstitions abou Friday, Jan. 13, 1956, so far as th officials of Paterson Pacific Parch ment Co. were concerned, for on th date they held the formal opening c the company's exciting new We Coast plant and offices.

The opening was attended by mar paper merchants from Pacific center as well as a large delegation fro Paterson's headquarters in Bristol, P

The new plant is thoroughly mo ern in plan and equipment, and keyed to handle Paterson's growin Pacific business, expected to set a ne record in 1956.

Aluminum Plate, Welded Seam Food Can Revealed

A food can with an aluminum coa ing instead of tin, and with sideseam that are welded instead of soldere has been developed by the Americ Can Company in the search for ti free food containers.

The welded sideseams not only elim inate the use of tin and lead solde but also provide much stronger ca than conventional soldered types, it explained. They are so strong th under test conditions the steel wa of the cans break before the weld seams separate.

The aluminum coating on bo bodies and ends provides a durab and attractive finish that gives ev better protection than tin to the ou side of cans. The insides of the ca are lined with special enamel coatin especially designed to give added pr tection to specific canned products.

Oxnard Plant Sold

Oxnard Canners, Inc., Monter has been sold to Cannery Row Pr erties Co., Monterey. The sale cludes cannery and reduction pl equipment.

According to Wesley Dodge, pre dent of Cannery Row Properties C the equipment will be sold. To d the company has purchased nine c neries and reduction plants in Monterey area.

Peru Packer Visits

Carl A. Hedreen, well known the Pacific Coast fishing industry, s formerly production manager Wilbur-Ellis Co. in Peru, was a San Francisco visitor last month.

While in the Bay City he cal on J. R. Townsend, fisheries c sultant. Mr. Hedreen is now operat his own fish plant—Empresa Pesqu S.A., Supe, Peru. He is packing t and bonito.

ordon Bruce Joins harles Byers Co.

Gordon Bruce, who for some years ved as manager of the Portland Fish ., for more than 50 years a leading tor in the wholesale fish business Portland, Ore., recently resigned join the Chas. Byers Co., another rtland wholesale house.

His duties with Portland Fish Co. ve been assumed by Dudley Turnaff, its president. Melvin Carlson ntinues as sales manager.

Winter Albacore Export o U. S. 12,000 Tons

Export quota of winter-caught ozen Albacore to the United States as set recently by the Japan Export rozen Aquatic Products Manufacrers Association at 12,000 tons for ie period of four months, December rough March, 1956.

The association also set-up an Italn Department for the purpose of eveloping the business begun in the xport of frozen tuna to Italy.

Frozen Firm Moves

L. A. Frozen Food Corporation, wholesale frozen fish, has moved to a new office: 5441 Monte Vista St., Los Angeles. Lou Johnston heads this company specializing in frozen shrimp, salmon, swordfish, scallops, halibut, trout and lobsters.

All-Plywood Craft Specializes in Albacore

The *Awabe Maru* is a new 27 x 10' abalone boat, built by the Dorris Boat Yard of Newport Beach, Calif., for James Maag.

This boat, typical of a fleet peculiar to California, is powered with a Model 150 Graymarine engine, with Walter's 2:1 V-drive, working an Equipoise propeller on a Monel shaft.

The engine is mounted in the stern in order to concentrate a load of abalone. *Awabe* is all plywood, with oak frames, screw-fastened. There are two bunks and a small galley.

Benossi Joins Santa Cruz

Joe Benossi, for many years superintendent of the F. E. Booth Co., Inc., plant at Monterey, and then of late years superintendent of the Edgewater Packing Co., Monterey, is now superintendent of the Santa Cruz Canning Co., Moss Landing, Calif.

R. D. Ladd Checks N. Y. Boat Show Vs. Seattle

Robert D. Ladd, vice president and general manager of the Pacific Marine Supply Co., left Seattle January 11 to attend the New York Boat Show, saying he wanted "to see how much better the Seattle Boat Show really was".

He plans to spend some time following the show contacting major manufacturers and suppliers of fishing gear and boat equipment.

Puerto Rico Tuna Boat Also Packs Pet Food

South Pacific Canning Co., through its affiliate, National Packing Co., Ponce, Puerto Rico, is packing *Delta Rich* pet food. John Goss is superintendent of the Puerto Rican plant. Mel Marsh is general manager of the canning company and T. A. Halfhill is sales manager.

* * *

Joseph C. Tarantino, Bell Smoked Fish Co., San Francisco, has been appointed a director of the Marine Exchange of San Francisco.

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"Perfect partners" for use with nylon netting—hanging and purse lines of nylon or "Dacron" polyester fiber. Tougher and more durable, these longer-lasting ropes match the life of nylon netting—save rehanging time and money.

*"Dacron" is Du Pont's registered trademark for its polyester fiber. Du Pont makes fibers, does not make netting or ropes.

PROVED ON THE JOB— ADVANTAGES OF NYLON NETS

More durable—keep their dependable fishing strength, season after season.

Lighter-weight—do not soak up water . . . easier to handle, wet or dry.

Need no preservatives—unaffected by marine rot and mildew.

Need no salting—completely resistant to damage caused by fish slime.

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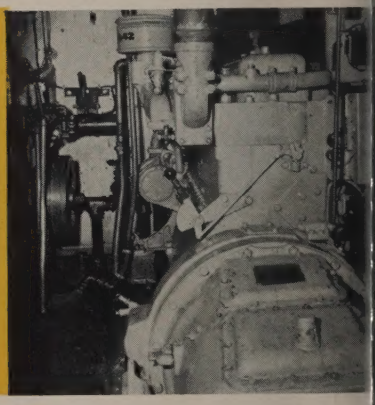
BETTER THINGS FOR BETTER LIVING
. . . *THROUGH CHEMISTRY*

NEW POWER
in the Northwest fleet



ONE of the first of the new CAT* D342 Engines installed on the Pacific Coast is powering the purse seiner *Lloyd*, owned by Ingvald Stave, of Seattle, Washington.

Mr. Stave's need for a new engine came at just the right time. He had heard enough from Caterpillar owners to convince him that was what he wanted.

The *Lloyd* is 59 feet, 9 inches long, with 15-foot beam and 8-foot draft. Fishing in Alaskan waters and off the Washington coast, her average catch is 65,000 pounds of halibut. The new D342 gives her a speed of 9½ knots.

Fishermen who have sworn by the dependable Caterpillar D13000 are now finding the D342 an even better buy. It's designed and priced to give you more for your money. It's more powerful, but takes up no more space. It delivers 153 HP, honestly rated for continuous 24-hour duty, at 1225 RPM. And y have a choice of air, electric or gasoline starting.

Find out about this great new engine from y Caterpillar Dealer. He can supply attachments, c trols and instruments, as well as a complete line Caterpillar Marine Diesels up to 450 continuous H Call him today!

Caterpillar Tractor Co., San Francisco, Cal Peoria, Ill., U. S. A.

CATERPILLAR

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MODERN HEAVY-DUTY MARINE POWER